B. P. TAYLOR,
Stevedore.

Lighters and Steam Launches Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1766. 日二十月正年七十二緒光 SATURDAY, MARCH 2, 1901. 六拜禮 號二月三英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE,
p. Manager,

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve$ 3,000,000 }
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. R. M. Gray.

A. Haupt, Esq.	P. Sachse, Esq.
D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	Raul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
4% „ „ 6 „
5% „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ℔ Cask of 375 lbs. Net ex Factory.
$3.00 ℔ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
S'HAI & JAPAN...	*Bombay*	C. M. Montford, R.N.R.	Daylight, 3rd Mar.	Freight or Passage.
SHANGHAI	*Plassy*	C. F. Preston, R.N.R.	Noon, 3rd March	Freight or Passage.
KOBE	*Nankin*	C. J. Benton, R.N.R.	About 9th March	Freight only.
LONDON	*Malacca*	E. G. Andrews	About 9th March	Freight or Passage.
LONDON, &c.	*Bengal**	S. Barcham	Noon, 16th March	Freight or Passage.
SHANGHAI	*Chusan*	C. L. Daniel	About 16th March	Freight or Passage.
STRAITS, COLOMBO & B'BAY	*Mazagon*	R. T. L. Cook, R.N.R.	About 26th March	Freight only.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" 7,240 tons.....March 30th } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

Hongkong, 2nd March, 1901. A. M. MARSHALL, Acting Superintendent. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KIAUTSCHOU, * Hamburg-Amerika Linie	WEDNESDAY, 6th March.
*BAYERN**	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 6th day of March, 1901, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luhneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 21st February, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY,
AGENTS.

12th October, 1898 [25

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

[21

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

JOHN DE KNYPER'S
GENEVA GIN.

IN CASES OF 15 BOTTLES—4 GALLONS.
PER CASE $7.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. [20

Telephone No. 75.

AQUARIUS.

PURE, TREBLE-DISTILLED TABLE WATER.

PER 1 DOZEN QUARTS $2.50
PER 1 DOZEN PINTS $1.75

Empties are allowed for at the following rates when returned:—
QUARTS $1.00 PER DOZEN.
PINTS $0.75 PER DOZEN.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,

Hongkong, 21st February, 1901. [15

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, 38 & 40, Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 6th March, 1901, at NOON, when the SUBJOINED RESOLUTION which was passed at an Extraordinary General Meeting of the Company held on the 18th February, 1901, will be submitted for Confirmation as a SPECIAL RESOLUTION, namely:—

"That Article XII of the Articles of "Association be cancelled and that there "be substituted therefore the following "Article:—

12.—"The Remuneration of the General "Managers shall be a Commission of Five "per cent. per Annum on the Gross Earnings of the Company and in Addition "thereto an Allowance not exceeding $3,000 "per Annum for Office Rent and Salaries "of Clerks."

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd February, 1901. [237c

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, at THREE o'clock, in the Afternoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant, to the 7th March, both Days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1901. [185c

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 14% per Share for the Six months ending 31st December, 1900, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 26th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Building, Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 25th February, 1901. [248c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
Secretary.

[190c

THE HONGKONG ODD VOLUMES SOCIETY.

LECTURE.

MR. J. J. FRANCIS, K.C., has kindly consented to deliver an ADDRESS in the CHAMBER OF COMMERCE ROOM, at the CITY HALL, on TUESDAY, the 5th March, at 5.15 P.M., on "AN EXAMINATION OF THE SITUATION IN THE FAR EAST."

The Undersigned will take the Chair.

Ladies and Members of the Public are invited.

HENRY E. POLLOCK,
Hon. Secretary,
Hongkong Odd Volumes Society.

Hongkong, 25th February, 1901. [247c

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on WEDNESDAY, the 6th day of March, 1901, at 12 o'clock, (NOON), to receive a Statement of Accounts to 31st December, 1900, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th February, to the 6th March; both Days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Limited.

Hongkong, 6th February, 1901 [167c

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on SATURDAY, the 9th March, at 12 NOON, for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th day of March, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd February, 1901. [246c

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on THURSDAY, the 14th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 11th March, both days inclusive.

EDWARD OSBORNE,
Secretary.

Intimations.

HONGKONG RIFLE ASSOCIATION.

A GENERAL MEETING of the MEMBERS of the Association will be held at VOLUNTEER HEAD QUARTERS, (by kind Permission of Lt.-Colonel Sir J. W. CARRINGTON, K.C.M.G.,) on MONDAY, the 4th March, at 5.15 P.M., for the purpose of passing the Accounts for the year 1900 and electing Officers for this year.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 23rd February, 1901. [45

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH YEARLY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE, on TUESDAY, the 5th March, 1901, at 5 P.M.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 25th February, 1901. [249c

THE HONGKONG STEAM WATER BOAT CO., LIMITED.

SHAREHOLDERS are hereby notified that the STATUTORY MEETING of the above Company will be held at the COMPANY'S OFFICE, on THURSDAY, the 7th March, at NOON.

J. W. KEW,
Manager.

Hongkong, 21st February, 1901. [233c

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on FRIDAY, the 8th March, at 8 o'clock, P.M.

MEMBERS intending to be present are requested to send in their NAMES to the HON. SECRETARY, on or before TUESDAY, the 5th March.

The Secretary will be glad to receive the Names of Devonians wishing to join the Society.

MOWBRAY S. NORTHCOTE,
Hon. Secretary,
C/o HONGKONG CLUB.

Hongkong, 21st February, 1901. [234c

NAVY CONTRACTS, 1901-1902.

SEALED TENDERS, in Duplicate will be received by the DY. VICTUALLING STORE OFFICER, H.M. VICTUALLING YARD, until NOON, on TUESDAY, the 12th MARCH, for the Undermentioned Articles:—

Biscuit.	Rice 1, Patna.
Soft Bread.	2, China 1st quality.
Flour.	3, China 2nd quality.
Fresh Beef.	Milk (Condensed).
Fresh Vegetables.	Milk (Fresh).
Fresh Potatoes.	Sugar.
Raisins.	

Printed Forms of Tenders and further Particulars are to be obtained at the DY. VICTUALLING STORE OFFICER'S OFFICE.

Samples to accompany Tenders.

The right to reject the lowest or any Tender is reserved.

H. S. VAUGHAN,
Dy. Victualling Store Officer,
(In Charge).

H.M. Victualling Yard,
Hongkong, 28th February, 1901. [265c

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby notified that a CALL of $2 per Share has been made for the 15th instant. PAYMENTS to be made to the Undersigned at the COMPANY'S OFFICE, No. 20, Des Vœux Road, on or before that Date accompanied with Scrips for Endorsement.

By Order,
J. W. KEW,
Manager.

Hongkong, 1st March, 1901. [266c

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1900, on or before the 15th March, on which Date the Accounts will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st March, 1901. [272c

Notice of Firms.

NOTICE.

WE have authorized Mr. O. I. ELLIS to SIGN our FIRM per PROCURATION from This Date.

S. J. DAVID & CO.

Hongkong, 1st March, 1901. [268c

NOTICE.

I HAVE This Day HANDED over CHARGE of this Agency to Mr. HENRY BIRKETT.

G. C. MOXON,
Agent for Smith Bell & Co., Manila.

Hongkong, 1st March, 1901. [269c

NOTICE.

I HAVE This Day TAKEN over CHARGE of this Agency from G. C. MOXON.

HENRY BIRKETT,
Agent for Smith Bell & Co., Manila.

Hongkong, 1st March, 1901. [270c

NOTICE.

MR. OSWALD DYKES THOMSON has This Day been admitted a PARTNER in my Practice as a SOLICITOR, PROCTOR and NOTARY PUBLIC, and such Practice will henceforth be carried on under the Style of "STEPHENS & THOMSON."

Dated Hongkong, 1st May, 1901

To-day's Advertisements.

UNION CHURCH.

ORGAN RECITAL,

on

MONDAY, the 4th March, 1901, at 5.30 P.M.

PROGRAMME:

1. Organ Solo Sonata No. 6....*Mendelssohn.*
2. Tenor Solo { 'Then shall the Righteous' (Elijah.) } *Mendelssohn.*
Mr. E. MIROW.
3. 'Intermezzo'.....*Mascagni.*
ORCHESTRA and ORGAN.
4. Soprano Solo. { 'My heart ever faithful' sing praises. } *J. S. Bach.*
Mrs. A. R. FULLERTON.
5. Wedding March*Mendelssohn.*
ORCHESTRA and ORGAN.
6. Soprano Solo. { 'With Verdure clad' ('Creation.') } *Haydn.*
Mrs. MUDIE.
7. Violin Solo. { 'Andante Religioso No. 2.' } *Thomé.*
BANDMASTER FLESSBURG.
8. 'Largo,'.....*Handel.*
ORCHESTRA and ORGAN.

By kind Permission of Admiral KIRCHOFF the Orchestra of the German flagship *Hansa* will play as above.

Hongkong, 2nd March, 1901. [275c

VICTORIA RECREATION CLUB.

NOTICE TO ROWING MEMBERS.

ENTRIES for the ROWING RACES on the 16th instant, will CLOSE on WEDNESDAY EVENING. Crews will be arranged on THURSDAY AFTERNOON, at 5.30.

A. DENISON,
Acting Hon. Secretary,
V. R. C.

Hongkong, 2nd March, 1901. [276c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on TUESDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd March, 1901. [277c

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 2nd March, 1901. [c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd March, 1901. [278c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PLASSY,"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Britannia* and *Harlington*.
From Bombay, *ex* S.S. *Oriental*.
From Australia, *ex* S.S. *Himalaya*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.
From Madras, *ex* S.S. *Palamcotta*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

To-day's Advertisements.

HARMSTON'S CIRCUS

AND

ROYAL MENAGERIE.

POSITIVELY THE LAST PERFORMANCE.

TO-NIGHT, at 9 o'clock.

GRAND FAREWELL SHOW.

A NIGHT OF FUN.

YOU MUST SEE THE AMATEUR RIDERS TO-NIGHT.

LAUGHING GAS DISTRIBUTED at 10.15.

C. H. Woodward, U.S.S. *Oregon*; G. C. Echlan, H.M.S. *Argonaut*; R. F. Menner, U.S.S. *Oregon*; E. M. Bishop, E. C. Anderson, H. E. Moon, and G. F. Nelte, Hongkong and Shanghai Bank; E. A. Browne, and others.

A well known Member of the Navy will enter the Cage of the Royal Bengal Tiger "DUKE."

POSITIVELY LAST PERFORMANCE. COMPANY LEAVE FOR MANILA on MONDAY.

Box Office Plan:—ROBINSON PIANO Co., Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE.....Manager.
Col. CHAS. B. HICKS.....Representative.
Hongkong, 2nd March, 1901. [64c

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bona fide Championships).

TO-NIGHT, (SATURDAY), the 2ND MARCH.

Under the Management of Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER $2,000.

GIGANTIC ENTRIES.

PROGRAMME OF FIRST SERIES.

16—BOUTS—16

SEE POSTERS AND HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave ½ hour after Each Performance.

POPULAR PRICES.

STAGE RESERVED SEATS.....$10 Season.
Do. Do.$4 per Night.
DRESS CIRCLE$3 and $2.
PITT$1.

BOX PLAN NOW OPEN AT ROBINSON PIANO CO.

Hongkong, 2nd March, 1901. [154c

THEATRE ROYAL,

CITY HALL.

IMPORTANT ANNOUNCEMENT!

Visit of

Mr. HENRY DALLAS'

MUSICAL COMEDY COMPANY,

presenting all the

LATEST LONDON SUCCESSES.

GRAND OPENING NIGHT SATURDAY, MARCH 9TH.

A magnificent production for the FIRST TIME IN HONGKONG of the Very Latest Musical Success, THE RAGE OF LONDON,

"FLORODORA."

NOW DRAWING CROWDED HOUSES NIGHTLY AT THE LYRIC THEATRE, LONDON.

After a continuous run of OVER EIGHTEEN MONTHS.

FULL CHORUS.

AUGMENTED ORCHESTRA.

Musical Director—Mr. W. F. Vallance.

MAGNIFICENT SCENERY, by Mr. W. H. Pulford.

BEAUTIFUL DRESSES, by the leading London firms.

The whole produced by
MR. HENRY DALLAS.

PLAN OPEN TO-DAY (SATURDAY), MARCH 2ND, ROBINSON PIANO COMPANY.

BERTRAM HERMANN,
Business Manager.

Hongkong, 2nd March, 1901. [279c

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

SPECTACLES

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

	Per Case Duty.
B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule *(Old Bottled)*	20.40

B, C, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very Superior Vintage. ALL ARE TRUE XERES WINES.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 2, 1901.

REUTER'S TELEGRAMS.

THE COMMAND OF THE CHINA SQUADRON.

LONDON, February 28th.

Vice-Admiral Bridge will succeed Vice-Admiral Seymour in command of the China Squadron in June.

SCENES IN THE AUSTRIAN REICHSRATH.

Tremendous scenes occurred yesterday in the Austrian Reichsrath between the German representatives and the Czechs. Thrice fisticuffs were resorted to, after furious altercations had taken place.

BRITISH SOUTH AFRICA.

General French has made enormous captures of munitions of war, horses, sheep, cattle and wagons.

LATER.

THE LATE QUEEN.

A Committee has recommended a memorial of the late Queen in London of a personal monumental character, the cost to be defrayed by subscriptions. His Majesty the King has approved of the scheme.

BRITISH SOUTH AFRICA.

De Wet and Steyn with the bulk of their own and Hertzog's Commandoes are camped on the south bank of the Orange River, which is swollen.

LATER.

BRITISH SOUTH AFRICA.

The latest about De Wet is that he is still manoeuvring in the country to the North east of Phillipstown. The Orange River is now falling. One Commando is trekking towards Colesberg and General Parsons has dispersed Scheepers Commando, capturing many men and horses.

THE LOSS OF THE "RIO DE JANEIRO."

The inquiry into the loss of the *Rio de Janeiro* at San Francisco condemns the Captain and pilot for criminal negligence and censures the Company for having a Chinese crew.

LOCAL AND GENERAL.

WE very much regret to state that Mr. Whiley, the Hongkong manager of the Sperry Flour Co., is suffering from small-pox.

TO-NIGHT is the third and last series of the Boxing Championship Tournament, starting at the Theatre Royal at 9 p.m., and a very good exhibition is anticipated.

MR. Erich Georg informs us that he has just received the following telegram from Singapore:—"Jelebu started twenty head battery vanners very satisfactory."

A FIRE took place last night at 164, Wing Lok Street 100 yards West of the Harbour Masters Office. It was a mat, straw bag and rattan shop and the three stories of the building were completely gutted. The premises are insured for $4,00 in the Commercial Union Insurance Company. The extent of the damage done is

THERE will be a Cross Procession (N. S. dos Passos) at the Roman Catholic Cathedral church-yard to-morrow afternoon, and a Benediction will be held afterwards.

A CONCERT will be given at St. Andrew's Hall on Monday evening, in aid of local charitable institutions. The programme can be seen in our advertisement columns. The string band of the German flagship *Hansa* is giving the concert, and there should be a very good audience, as it is not often that such a good performance of string instruments can be heard in Hongkong, though we have plenty of brass bands.

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel this evening, from 8 to 9.30 p.m.:—

PROGRAMME.

1.—March "A Francesa" Costa.
2.—Valse "Zenda" Witmark.
3.—Selection "His Excellency" Carr.
4.—Gavotte "Wilkommen" Kluge.
5.—Polka "Minuet" Waldteufel.
6.—Selection "A Runaway Girl" Caryll.

Extra.

1.—Valse "My Queen" Buccalossi.

God save the King.

HARMSTON'S CIRCUS announce their last two performances to-day, one at 3 p.m. and one at 9 p.m., before they start for Manila. To-night is the farewell performance, and the last Amateur riders exhibition. A bluejacket is also to enter the den of the tiger "Duke." We hope the Circus will have a full tent, as they have deserved well of this Colony, and we wish them every success in Manila for which city they start on Monday. Owing to the very large number of entries (thirty) for the Amateur Riding Competition to-night, we are informed that two prizes will be presented for the contest. Evidently much interest is being taken in to-night's entertainment.

MR. Bertram, the great conjuror and illusionist, just arrived in the Colony, will give a performance in the City Hall on Monday night. For particulars see our advertisements column. The *Rangoon Times* says that wherever one goes "Have you seen Bertram?" is the question. He is the talk of the town and deservedly so, too, for Rangoon has not seen his equal and probably will not see any one else as clever in his line for a long time. He gives a marvellously clever performance. We may safely say the performance was as attractive as mystifying, and that it was thoroughly enjoyed by the large audience who witnessed it. Mr. Bertram's skill as an Illusionist is sure to be largely talked about and he may already consider the success of his visit to Rangoon assured." We think we may say the same of his visit to this Colony. "Mr. Bertram, says a Singapore paper of the 23rd ult., gave last night at the Town Hall before a large audience, including H. E. Sir Frank Swettenham and staff, one of his charming and enthralling entertainments, during which all present were led on from one mystification to another, until the final conviction must have been arrived at that one pair of eyes is about a *prestidigitateur* as Mr. Bertram."

THE RACES.

Stewards:—His Excellency Sir Henry A. Blake, G.C.M.G., His Excellency Vice-Admiral Sir Edward H. Seymour, K.C.B.; His Excellency Major-General W. J. Gascoigne, C.M.G.; Commodore Francis Powell, R.N., C.B.; Colonel The O'Gorman, C.S.O.; Major Kettlewell, 22nd B.I.; A. Babington, Esq.; the Hon. C. P. Chater, C.M.G.; D. Gillies, Esq.; The Hon. R. M. Gray; M. Grote, Esq.; Sir Thomas Jackson, Kt.; the Hon. J. J. Keswick; J. H. Lewis, Esq.; the Hon. F. H. May, C.M.G.; and E. W. Rutter, Esq.

Clerks of the Scale.—J. H. Lewis, Esq., and E. W. Rutter, Esq.

Judge:—The Hon. C. P. Chater, C.M.G.

Assistant Judge:—The Hon. F. H. May, C.M.G.

Starter:—M. Grote, Esq.

2nd Starter:—Lieut. Luttrell, R.N.

Handicapper:—Colonel The O'Gorman, C.S.O.

Hon. Treasurer:—J. C. Peter, Esq.

Clerk of the Course:—T. F. Hough, Esq.

OFF DAY, SATURDAY, 2ND MARCH.

The day opened fine for the off day at 2 p.m. and there was a large attendance at the course. H.E. Major General Gascoigne, (Commanding the troops) was in the R. A. Stand and the various stands and booths were well filled. The turf was in excellent condition and the sun was very powerful.

The programme of music by the band of the R. W. F. was as follows:—

March,	"My Bicycle,"	Jones.
Overture,	"Maritana,"	Wallace.
Selection,	Gaiety Girl,"	Jones.
Valse,	"Eton Boating Song,"	Raps.
Polka,	"Mein Roschen,"	Auger.
Selection,	"His Excellency,"	Carr.

J. H. Mole, Bandmaster.

The first race was:—

The "LUCKY" CUP; presented; second to receive the entrance fees: for all beaten subscription walers; weight for inches as per scale; entrance $10. Half-a-mile.

Mr. Jay's b. Altgold, 10st 7lb...Mr. P. A. Cox 1
Mr. Babington's b. Sundowner, 10st 13lb ... Mr. May 2
Mr. Oswald's b. Scintillant, 10st 13lb Mr. Moller 3
Mr. Hart Buck's g. Lincoln, 10st 7lb..... Mr. Hart Buck 0
Mr. Wheelrut's br. Giraffe, 11st 5lb Mr. Cumming 0

This was a scrambling race and Altgold got away from the start. The winning order was maintained to the finish and Altgold won easily. Time, 58-2.5th secs.

The "SINBAD" CUP; presented; second pony to receive the entrance fees; for beaten China ponies; unplaced ponies allowed 5lbs; entrance $10. One mile and a quarter.

Mr. Derick's g. Tube Rose, 11st 4lb..... Mr. Cumming 1
Mr. G. H. Pott's g. Interrogation, 11st 4lb ... Mr. P. A. Cox 0

Tube Rose got a slight lead from the start off. Down the straight for the first time Tube Rose was leading by two lengths but Interrogation came up and passed Rose at the stand. At the bend Interrogation increased her lead and Rose was behind till round the bend for the last time. Down the straight for the last time Rose came up, passed Interrogation and won by two lengths. Time, 2.47 min.

The VISITORS' CUP; presented; second to receive the entrace fees; for beaten derby walers; weight for inches as per scale; unplaced horses allowed 5lbs; entrance $10. Five furlongs.

Mr. David's ch. Unionist 10st 13lb Mr. Moller 1
Mr. Derick's blk. Farewell 10st 7lb Mr. Cumming 2
Mr. J. H. Lewis' b. Haphazard 10st 13lb Mr. Des Vœux 3
Mr. Buxey's b. Souvenir Rose 10st 10lb Mr. P. A. Cox 0
Mr. Buxey's b. Imperial Rose 10st 8lb..... Mr. May 0
Mr. Hart Buck's ch. Belvoir 10st 7lb Mr. Hart Buck 0
Mr. Hammonia's br. Blitz 10st 9lb Mr. Brutton 0

A good even start was made and none held the advantage. All were in a line but prominent coming up the Black Rock was Haphazard led by two lengths from Souvenir Rose, and all the others were in a bunch. Haphazard entered the straight with a lead of two lengths and Farewell took second place. Unionist came up strong on the outside down the straight and at the distance post took a commanding lead from Farewell. Unionist came past the winning post leading from Farewell by a neck and Haphazard was third. Time of winner, 1.21 min.

The OPEN STEEPLECHASE; prize presented by the officers of the garrison to go to the rider; for all horses; walers catch weights over 11st 10lbs; Arabs and Indian Country breds catch weights over 11st; China ponies catch weights over 10st; entrance $5 to go to second pony; over a course selected by the Stewards; four to start or no race.

Mr. John Peel's br. Dingo, Mr. P. A. Cox ... 1
.....Miser, Mr. Brutton 2
Mr. Hart Buck's b. Croxton, Mr. Des Voeux 3
Mr. Hart Buck's g. Lincoln, Mr....Hart Buck 0

The distance was slightly less than a mile and a quarter and there were six fences and a water jump in the run. A good even start was made. Miser led over the first jump, followed by Croxton, Dingo and Lincoln. The same order was maintained over the second jump. Miser knocked the third fence down, but took the water jump well. Croxton fell at the water, and Lincoln refused the jump and gave up the competition. At the first jump after the water Miser led Dingo by ten lengths. At the next jump Dingo picked up slightly. Croxton remounted at the water when the leaders were round again at the starting point. Completing the first round Dingo ran up to Miser and passed him at the second jump, in the second time round. Croxton was following a long way behind. Coming up to the water jump Dingo got a good lead and Miser made a slight fault at the water. Dingo was the winner by twelve lengths after a very good race between the two. Miser came in second and Croxton was round at the starting point when Dingo ran past the winning post. Dingo did very well and did not make a fault, whilst Miser only faulted once. Croxton completed the jumps well and cleared the water in good style. Lincoln disappeared.

The "GLORY" CUP; presented; for all beaten China ponies; weight for inches as per scale; unplaced ponies allowed 5lbs; entrance $5 to go to the second pony. Three quarters of a mile.

Mr. Derick's d. Sandstorm, 11st 1lb..... Mr. Cumming 1
Mr. Nauticus' g. Sunshine, 10st 12lb..... Mr. P. A. Cox 2
Mr. Kingston's ch. Polka, 11st 1lb..... Mr. Moller 3
Mr. G. H. Pott's Interrogation, 11st 4lb..... Mr. May 0

Sandstorm bolted at a false start and on returning a fearfully bad start was made. Sunshine took the lead followed by Interrogation. Sandstorm was last from the start. Round the back stretch the order was Sunshine, Sandstorm, Polka, Interrogation. There was a length between each horse. The order was still the same up the Black Rock although Sandstorm closed up to Sunshine. Down the Rock they raced neck and neck. Round by the village they were still together and they entered the straight racing. Polka made an effort at the distance post and led, using the whip, though hard pressed by Sandstorm and Sunshine. To the winning post, Polka fell back and Sandstorm won by a neck from Sunshine, Polka was three lengths behind and Interrogation last. Time, 1.34-2.5th min.

The MAFOOS' CHAMPIONS; open to all China ponies; first prize, $25; second prize, $15; third prize, $5; weight 10st; entrance $5. One mile.

Mr. G. H. Potts' b. Desert King, 10st Ah Don 1
Mr. John Peel's g. Baluchi, 10st ...Old Man 2
Mr. Marshall's ch. Hope, 10st Ah Moi 3
Mr. Derick's g. Tube Rose, 10st..Hook Sung 0
Mr. Dryasdust's b. Tit Bits, 10st Fall In 0
Capt. H. M. Richards' g. Eldelweiss, 10st ... Lao Ting 0
Mr. Derick's b. Thunderstorm, 10st Ah Chow 0

An even start was made. Past the stand for the first time Tit Bits was first, Hope second and Desert King third. Up the Rock Tit Bits, Hope, Baluchi, was the order. Baluchi took the lead on the Rock, with Hope second and Tit Bits following. Baluchi took a strong lead down the Rock and round by the village Hope and Tit Bits were next. Baluchi entered the straight with a lead of two lengths from Desert King which came up strong round the bend. Desert King took the lead down the straight with Hope pushing him very hard. The result was Desert King first, Baluchi second, and Hope a head behind Baluchi. The winning Chinaboy rode his victory very well.

The "KISMET" CUP; presented; second to receive the entrance fees; for all beaten derby walers at this meeting; weight for inches as per scale; entrance $5; fourth day winners barred. One mile.

Mr. J. H. Lewis' b Arrogant, 10st 10lb..... Mr. Cox 1
Mr. Derick's blk. Farewell, 10st 7lb..... Mr. Cumming 0
Mr. Davis' b. Colonist, 10st 12lb Mr. Moller 0

Arrogant took a good lead from the start. Passing the stand for the first time, Arrogant was leading, Farewell second and Colonist last, six lengths between each. Round by the village Arrogant was leading by twelve lengths and Colonist was five lengths behind the second. The same order was maintained at the back stretch. Round by the village Farewell decreased the lead of Arrogant and at the village three lengths separated them. Farewell made an effort round the bend into the straight and at the distance post was nearly on equal terms. A dingdong race resulted in a win for Arrogant easily by four lengths. Time, 1.5-2.5th min.

An account of other races is held over till Monday.

HONGKONG SHARE MARKET.

HONGKONG, Friday, March 1st.

Messrs. Benjamin, Kelly and Potts, in their *weekly share report state*:—

Owing to our Annual Race Meeting, the volume of business during the past week has been rather limited and we therefore have very little to report. The Hongkong Rope Manufacturing Company, Limited, has advertised its Seventeenth Annual Meeting for the 9th instant. The transfer books close from to-day to the 9th instant. Banks.—Hongkong and Shanghai Banks have been in good demand and have risen from 342 to 350 per cent. premium. The London quotation is unchanged. Nationals are without business. Marine Insurances.—Unions keep firm at the previous rate of $250. China Traders have again changed hands at $55. In other stocks under this heading, there has been nothing done and quotations are much the same as last reported. Fire Insurances.—Hongkong Fires have been negotiated at $315. China Fires continue weak at $84. Shipping.—Hongkong, Canton and Macao Steamboats have declined to $34½ sellers. Indo Chinas show a moderate improvement and have been disposed of at $117. China and Manilas, old issue, are wanted at $70; the new shares have sellers at $40. Douglas Steamships are enquired for at $48. Star Ferries are in demand at $20½ for the old, and $9 for the new issue. Refineries.—China Sugars have further improved and are [illegible]

Mining.—Punjoms are quoted at $4½ cum the call of $1 due on the 20th ultimo. Raubs have found buyers at $38½ and close steady. Queen Mines have enquiries at 7 cents. Jelebus and Olivers are quiet and can be procured at quotations. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled very firm and are enquired for at 650 per cent. premium, ex the dividend of 10 per cent. and the bonus of 14 per cent. paid on the 26th ultimo. Kowloon Wharfs have strengthened their position and are in request at $94. Lands, Hotels and Buildings.—Hongkong Lands have been booked at $195, $196 and $197 and close steady at $199. Hongkong Hotels are firmer and can be placed at $124. Humphrey's Estate have been taken off the market in large quantities at $12½. China Provident have been fixed at $9½. Cotton Mills.—Are unchanged and no transactions have come under our notice. Cigar Companies.—There is nothing to report in stocks under this heading. Miscellaneous.—Green Island Cements have been sold at $20 and more shares are obtainable. A. S. Watsons are quoted at $16½. Electrics have been negotiated at $12½ and $6½ for the old and new issue respectively and close in demand. Ices are on offer at $165. Bakeries have been done at $55.

SANITARY BOARD.

PRECAUTIONS AGAINST PLAGUE.

A Special Meeting of the Sanitary Board was summoned for to-day at noon for the purpose of declaring Health Districts Nos. 9 and 10 infected with Bubonic Plague.

The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Dr. Bell (Acting Principal Civil Medical Officer), Dr F. Clark (Medical Officer of Health), Mr. Fung Wa Chun, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

The districts extend from Eastern Street westwards, at West Point.

Dr. Clark said there had been 24 cases of plague to date and two to-day. The meeting had been called in order to obtain the power to put into force certain byelaws. He said that if the Board was going to do anything in the matter, they ought to do it at the beginning of the outbreak of plague, and not at the end. H.E. the Governor had sanctioned considerable additions to the staff in order to carry out house to house visitation. He thought they might try house to house visitation, then if that was not sufficient stronger measures would have to be taken. He then moved that Health Districts Nos. 9 and 10 be declared infected with Bubonic Plague, which would enable the Board to enforce the byelaws respecting that matter. He might say that we were somewhat infected with smallpox. Three cases had been reported to-day in the West Central District. Twelve cases had been reported this year. The measures which they were taking against plague would protect us not only against plague but also against small pox as the same principle applied to both.

Dr. Bell said he seconded the motion. The only time to do anything was to do it early, as Doctor Clark had said. Once plague had set in there was no good object served by house to house visitation. It had just started and just when they expected it. If they were to do house to house visitation it was now the time to do it.

Mr. Fung Wa Cheun said he thought it a very good step to make a beginning in the matter. He thought it was necessary that they should take these steps but he was sure the medical Officer of Health would give instructions to the searching party to be as careful as possible.

The motion was carried unanimously.

HONGKONG COLLEGE OF MEDICINE FOR CHINA.

The following note of arrangements, July inclusive, commencing on Monday, 4th inst., is circulated for the information of the members of the Court and Senate:—

Subject.	Lecturer.	Monday	T.	W.	T.	F.	S.
Anatomy	Dr. MacLean	12	—	12	—	12	—
Osteology	Senior Student	Gibson	1	1	1	1	—
Physiology	Dr. Macfadyen	1	1	1	1	1	—
Tutorial	Dr. Wan Tit Mo	3-30	—	3-30	—	3-30	—
Materia Medica	Dr. Beringer	3-30	—	3-30	—	3-30	—
		—	2-30	—	2-30	—	—
Surgery	Dr. Harston	10	—	—	9-30	—	—
Surgery Tutorial	Dr. To Ying Fan	—	—	6	—	—	6
Practice of Medicine Tutorial	Dr. R. Gibson	6	—	6	—	6	—
	Dr. Kwan King Leung	—	1	—	—	6	—
Tropical Diseases	Dr. Thomson	—	1	—	12	—	12
Tropical Tutorial	Dr. Chung King Ue	—	—	—	—	5	—

The number of Students on the R[oll] at date is 22.

JOHN C. THOMSON,
Hon. Secretary.

THEATRE ROYAL.

BOXING CHAMPIONSHIP TOURNAMENT.

Mr. C. T. Robinson's Boxing Championship tournament occupied the attention of a good audience at the theatre last night. The referee for the contests was Mr. Frost, R.M.S. *Empress of Japan*, and the judges Capt. Loring, R.A., and Lieut. Morton, U.S.N.

The first bout was announced to be between O. Leary and W. Howard, R.A.M.C., featherweights. They boxed three rounds and O'Leary, being much lighter than his opponent, got knocked about a lot. Howard was declared the winner by the judges.

Next was a middle weight contest between W. S. Bailey and Bob Berwick, Taikoo. The first round saw the end... hay boxed hard for the round but Berwick fell and did not get up within the time limit and Bailey was declared the winner.

Geo. Smith, H.M.S. *Centur*... next boxed Mansford, H.M.S. *Argonaut* in ... exhibition spar, as Morris, his listed opponent, did not turn up. It was a very good exhibition ...

Then Bob Savidge of H.M.S. *Hyacinth* met McMurray, 25th Southern, R.A., in a heavy weight contest. This was a very ... fight and Savidge got some fairly heavy blo... home in the first round. In the second round ... idge knocked McMurray about to some co... dera... able extent and the latter was about do... for. The win was awarded to Savidge after a plucky fight, but McMurray had to give in, ... a very exciting contest.

Next was the light weight contest, C. A. Bo... ley, Taikoo Sugar Refinery *v.* Jones, R.W.F. Bowley was lighter than Jones. The latter had the best of the bout and Bowley was down three times. The third time Bowley did not rise within the time and though he made a plucky stand, he was bested and Jones took the victory.

The next bout down on the programme was between Thos. Phillip, H.M.S. *Argonaut*, and T. Harvey, H.M.S. *Tamar*. Harvey did not appear and Bentley, of the Naval Depôt filled his place in an exhibition spar. It was an excellent piece of boxing.

W. S. Bailey then boxed J. Deegan, R.W.F., heavy weights. Mr. Robinson announced that the winner of this contest would meet Bob. Savidge to-night for the final. The first round was fairly even and neither got an effective blow home. In the second round Deegan was slightly fresher through out but neither was distressed. Both go

round both got home with telling effect and when both were about done, Deegan gave in and Bailey, who was getting most of the blows in, was the winner. It was a hard fight and Deegan was not beaten, but he gave in when much distressed.

Geo. Smith, H.M.S. *Centurion*, and Bentley of the Naval Depot then boxed an exhibition spar in good style to conclude a good evening's sport.

To-night there will be some events well worth watching.

AT THE MAGISTRACY.

A DRUNKEN P.C.

Before Mr. Kemp this morning Indian police constable No. 803 was charged with being drunk whilst on duty.

Hon. F. H. May, C.M.G., (Captain Superintendent of Police) prosecuted.

It appears that the constable went out at about two o'clock yesterday afternoon and was brought back at three in a very drunken state. He was put into a cell but made a commotion inside and was shaking the door as if to pull the building down.

His Worship found the defendant guilty and sentenced him to imprisonment with hard labour for fourteen days.

THE CRISIS IN THE NORTH.

TIENTSIN.

Affairs in the North.

(From Our Own Correspondent.)

TIENTSIN February 2nd.

The Memorial Parade Service was held today at noon on the Recreation Ground. As most of us feared it would be at this time of year, it was a most heroic proceeding, and much sympathy was felt with the luckless parson who, cassocked and hatless had to face a blast which was making most of us quake in fur-lined over-coats. All the troops wore overcoats and the nearest approach to full dress their campaign kits could master, but one solitary dragoonsman (Capt. McSwinney) took the shine out of everyone else, with his brass, black-plumed helmet and gauntlet-gloves. All the British troops that could be put in the field were present, forming three sides of a hollow square of which the Pavilion made the fourth, and Sections of the Royal Horse Artillery; 1st Maxims; 1st Bengal Lancers; 3rd Bengal Lancers; Sappers and Miners; Madras Pioneers; 4th Brigade and Bikanir Regiment, Hongkong Regiment and Band, and Victorian Naval Contingent with band were represented. The 101 Minute guns commenced at 11, the great bell which was taken at the Haikuansu (west Arsenal) and afterwards presented to the British municipality beginning to boom simultaneously. This is the first time the bell has been used since the municipality obtained it, and its sweet and mournful tone made it admirably adapted for its first sad service in foreign hands. The order of the service, which was conducted by the Rev. G. D. Iliff was a hymn, the music of which was composed by the late Prince Consort, prayers and a short lesson. Another hymn (O God our help in ages past) and closing prayers. The psalm (90) which had been appointed was omitted, the cold making it desirable to shorten the service as much as possible. The high wind prevented the singing being heard at all, and the service thereby lost much of its effectiveness. The "Last Post" given by the massed bugles was exceedingly pathetic and made one realize that this was in very deed the last salute that we could ever offer to the beloved name.

In opening the annual Municipal Meeting held here on the 31st Mr. Campbell, Acting Consul General made brief but very suitable reference to the loss Britishers have sustained. The Meeting was unusually interesting by reason of a protest which was made public on that occasion, and which is embodied in the following letter which explains itself. I have already referred to this subject and you will be interested therefore to see what action the Municipality has taken in the matter. The question is handled with great moderation and delicacy in the letter, and it is to be hoped it will receive the strongest possible support by the Minister, as the occupation of the opposite bank by Russia would mean financial ruin to Tientsin, which is undoubtedly Russia's objective.

To H. B. M. Consul-General.

November 26th, 1900.

Sir,—The recent action of the Russian Military authorities in assuming possession of the land situated on the East Bank of the river immediately fronting this Settlement is one fraught with such weighty consequences to the interests of the land renters that on behalf of the Municipal Council it becomes my bounden duty to lodge a prompt and vigorous protest against such action, and to crave your, your serious attention to the matter with a view, if possible, to inducing the high Russian authorities concerned to select a locality elsewhere not prejudicial to the vested interests of this Settlement. I need scarcely point out to you that this section of the river is already much too narrow for the traffic incidental to the use of our Bund and wharves, a traffic steadily increasing year by year and if as may be fairly assumed it is intended to utilize the opposite shore for the handling of river cargo, the result cannot but be materially and generally disastrous.

To insure that the fairway be kept open it is of the utmost importance that we should be in a position to exercise control over the use of the river frontage on *both* sides, and for many years it has been recognized by successive Councils as a fundamental principal that the interests of the Settlement in this connection must be safeguarded at all costs. I would ask the favour of your attention to the following very relevant facts.

1. This Municipality has in good faith pledged its property as security for the Bondholders whose money has been borrowed with unanimous approval and sanction of the Peking Ministerial Body in order to carry out a scheme for certain river improvement works. If financial disaster is to be avoided it is perforce incumbent upon the land renters to adopt every legitimate means in their power to protect their principal revenue.

For purposes of trade the British Concession is practically *Tientsin* and stands alone in respect of its being entirely dependent upon what it derives from shipping through the use of the Bund and wharves, and it therefore follows that the present condition of affairs entails far more serious consequences and is a matter of more vital moment to the concession than our French or German neighbours.

I would emphasise the fact that though the river improvement works were for the benefit of all, the British Municipality was the only body found willing to pledge property for the purpose of raising funds for the work, which could not otherwise have been undertaken. The fact that the British Municipality took so great a burden upon itself to facilitate works by which all nationalities benefited is an indication of the vital nature of its interests in the preservation of the waterway.

2. The proximity of this concession has alone given value to the land immediately opposite.

3. A considerable portion of the frontage of valued property of British subjects who for some time before the outbreak of the recent disturbances were in negotiation with the Imperial Chinese Railways for the construction of a siding to connect their properties with the main railway line.

4. The importance of making provision for bringing the railway line over a bridge to this side of the river at such a point as may serve the interests of this and the German Settlements is generally recognised and it should not be lost sight of. To carry out such a project however, and to ensure its successful working it is not desirable that the line should traverse ground over which the Russians can exercise territorial right. Moreover in the event of the river from any cause being unnavigable the whole trade of the port would be entirely dependant upon the railway and its accessibility.

5. As a necessary result of the present military occupation of Tientsin the wear and tear of roads, bund and wharves, &c. is very great and may be roughly estimated as representing a future outlay of Tls. 100,000 which fact taken in conjunction with the practical suspension of Municipal Revenue, justifies the anxiety of the Council to which this letter may be taken as giving expression.

Taking these serious circumstances into consideration the Council are unanimously of the opinion that if the time has come for the territory in question to pass under foreign control, this municipality has without doubt the strongest claim to its acquisition and I am accordingly authorized to make herein a formal application for the land situated on the opposite bank of the river immediately fronting the British Concession and extending as far back in an easterly direction as the present railway line, this without prejudice to private rights native or foreign.

In lodging this application the Council wish to make it clear that they are only actuated by a desire to safeguard the interests of the Concession and so far as lies in their power to promote its prosperity.

There is of course not the remotest intention on the part of the Council to question the right of the Russian authorities to acquire a Settlement here, but if it is correct to assume that the *raison d'etre* of a settlement is its trade requirements, it is somewhat difficult to see why the Russian Authorities should need an area so vastly out of proportion to the commercial interests here as compared with ours and further why it is not possible for them to follow the lead of our German and Japanese neighbours who recognizing our claims to consideration have established themselves on *this* side of the river, where they do not interfere with interests representing the result of many years of enterprise and careful administration.

The fact that the community residing within our borders is so cosmopolitan in character may be, we think, accepted as some guarantee that the present application is based on broad public grounds and not inspired by anything approaching national prejudice and we can further point to the harmonious relations which have continued undisturbed for many years with our French neighbours whose southern boundaries adjoin ours.

Trusting that our views upon this important matter may be found in line with your own, and relying upon your good offices to make such representations in the proper quarters as may seem to you best calculated to serve us.

I have the honor to Remain,

&c., &c.,

(Sd.) ED. COUSINS,

Chairman, B.M.C. Tientsin.

Li Hung-chang is not, so far as I know, dead yet, and he may not even be ill. All these reports are presumably got up for a purpose. Things seem to be very much as they were and it is doubtful whether the terms have been signed at all now.

The latest news is that the Emperor has already left Hsien for Honan, and is not coming back at all yet: and I also hear that a German and Japanese force have started from Peking for Shansi, presumbly with the idea of reaching the Court: but the general opinion is that the Court will simply skip like a young ram among the hills.

Everyone is making a pilgrimage to Peking now, attracted by the facilities now enjoyed of seeing the temples and places which have hitherto been sacredly sealed. There is really very little to see I think and personally I prefer Tientsin to a freezing railway journey and a dreary wilderness at the end of it, and Peking is little more. Retail business and all bustle of a large city are absent, and there is nothing but the passage to and fro of military units and those daring Chinese who, having something to sell make it the excuse for extortionate and impudent demands which are akin to highway robbery.

Nothing further has transpired in regard to the fire in the Native City which it will take about two months to repair and the loss is in many ways irreparable.

February 15th.

Matters are not improving in the North, and there appears to be every prospect of a good deal of the old ground being gone over again in addition to new ground being turned up. I think I have always expressed great misgiving about the reported signature of the Terms of Peace, and it is now no longer a secret that they have never been signed at all. The Chinese Plenipotentiaries no doubt made a pretence of signing, and represented the sanction of and approval of the Court as final. But it was as usual merely a piece of Chinese "expediency" to delay matters generally till well on to Chinese New Year, when there is the inevitable excuse of not being able to do anything. For once, however, the ruse was seen through pretty quickly, and when the Powers discovered that the so-called signature was followed by no action, they decided that the tactics must be changed. I hear that Sir Ernest Satow wired home to the Government that it was idle for us merely to keep beating time to the Chinese or to other powers, and that some decisive action should be taken as soon as possible. I believe that Count Waldersee also about the same time sent an ultimatum to the Court, the nature of which it is not difficult to surmise. It seems highly probable that a column will shortly leave Peking in order to force the Emperor to return; and as it is known to be useless to make any movement that is not well supported from the South, it is probably true that preparations are being made for a force to advance by way of the Yangtze and operate simultaneously. All we know for certain is that the military programme is changed, and the prospects of any withdrawal of our forces are squashed. Waldersee is reported to have notified the General here that no withdrawal could be reckoned on for a year, and our officers in the various departments have since been notified from Peking to make preparations for an extended stay after March. This is rather a damper to the men who had been looking forward to returning to India or home as a sure thing this spring. The chances are that the forces here will be increased rather than deceased. Even as I write a report comes to hand that seven Powers have declared war against China. I am by no means satisfied as to the truth yet, though it is certainly not improbable. One Power is said to be hanging out and opinion is divided as to whether it is Russia or the United States. The object of the declaration if it has really been made is of course to rush China into prompt ever that the move is a little late to be successful. It is too near China New Year, and as I have above stated, the mind of the Court appears to be made up and on hostile lines. China did not hesitate to attack eight Powers, and she finds that the eight Powers have really hardly done more than tickle her fingers after all these months, so she will not be so jumpy over this declaration of war as people imagine, I think.

Count Waldersee paid a flying visit to Shanhaikuan last week and reviewed the forces there. He did not stop here in passing and it was not generally known he had gone through. Last Saturday, the 9th he reviewed the German troops here, all the regiments marching past at first, and then going through a little skirmishing and manoeuvring, in which they were supposed to be "taking the Settlements." The whole savoured a little of comic opera, as the positions taken up were obviously impossible, and there did not seem any great utility in the show. The mounted infantry on China ponies of every conceivable hue were extremely comic, but would be an eminently practical force if the ponies only lasted through a strain and the men were a little lighter. Seen from a short distance the effect was that the men were larger than the horses, and their heavy accoutrements weighed the poor little beasts down. It is stated that the German artillery harness is very papery, as much too flimsy as ours appears too strong, if the latter can really be called a fault. At the review the other day I was told one of the horses walked clean away from the gun, the harness having simply broken in half. I did not see the accident. It would take a clever gee to walk away from one of our guns. The harness appears expressly made to triumph over any and every strain that could be put on it. After inspecting the German force, Waldersee looked over our Fourth Brigade, and then left for Peking.

Two gentlemen nearly met with a tragic death at Chingwantao last week. They were Mr. Pratt, one of Reuter's men, and Lt. Mahon, R.E. They had arrived by the *Kwauchi* which vessel found she could not reach the shore owing to the pack ice which extended for some miles, so they decided to try and walk ashore. The ice was evidently fairly solid near the vessel, as they had apparently no difficulty in boarding the floe and covered some eight miles without much misadventure. About two miles from shore, however, the ice became very thin and somewhat broken, and Lieut. Mahon fell into the water, being rescued with some difficulty by Mr. Pratt! They made several attempts to reach the shore at Rocky Point, and Mr. Pratt then slipped into the water and was in his turn rescued by his companion. They then thought their only plan would be to return to the ship, but to their horror she had got away and was nowhere to be seen. There was nothing for it but to stay where they were for the night, and a truly awful night they spent, exposed to the full fury of our North China winds and with absolutely no shelter or resting place. They had nothing to eat but two or three small biscuits. In the morning they saw the *Kwauchi* had reached the port during the the night, but they failed to attract her attention, and after another desperate effort managed to get on shore at Rocky Point, where they found food in a Joss house, and were later discovered by a relief party sent out by Col. Radford of the Fourth Punjab Infantry. This is a very fair sample of the port which is to eclipse Tientsin. It is argued that the breakwaters will keep the ice away. We shall see. But the breakwater will apparently have to run a good many miles out.

The Russians were attacked beyond Shanhaikwan by Chinese on the 8th and by all accounts suffered pretty badly, losing 4 officers and 40 men. They sent into Shanhaikwan for reinforcements and two trains with guns were despatched at once.

The French sent out a column about the same time to rouse up a village which had declined to meet a demand made by the Catholic fathers for Tls. 7000 for their converts, but I cannot say whether this is authentic, though I know the column left.

From an officer who recently passed through Peitaiho I learn that native houses there are full of foreign furniture and effects. It is therefore perfectly true that the destruction of the property there was the work of the villagers, and they should be made to pay for it by constructing the roads that are so much needed, gratuitously. It is perfectly absurd the way the British at least are fathering and over pampering the Chinese even now, instead of making them work for nothing where public works have to be done, when they would then be only too glad to work for ordinary wages. Instead of this they discard their honest work and boast they can make "twice as much with soldier man."

The air is full of rumours that trouble will be abroad this Chinese New Year, though the nature of it is very vague.

Numerous British units, English and Indian have been reported "Missing" the last two weeks. The facilities for deserting are not great, as the railway is very strict about passengers, especially, soldiers, and it would be difficult to see what deserters could do in Peking. The presumption is therefore that the wretched men have been murdered, as they are not posted in orders as "Missing" until all reasonable efforts to discover them have failed, I believe.

The railway will most likely be in British hands before the end of this month. The 21st is the date fixed, but the date has been fixed a few times before now, and it is safer not to count on it till the thing is done.

The Provisional Government have extended their jurisdiction to Taku one way and Peitsang the other, and appointed four international commissioners to take up these districts, Tientsin City being reserved as a sort of Court of appeal. This is most likely the narrow end of the wedge, which will represent permanent occupation and jurisdiction in Chihli, and possibly Shantung, though if Yuan Shih Kai sticks to his present colours no immediate move will be made there.

BY THE MAIL.

(FROM HOME PAPERS.)

A Captive Officer's Bitter Experiences.

There appears in the *Times* of the 31st Jan. a long letter from an officer who was with the garrison at Dewetsdorp that surrendered to De Wet on November 23 after a gallant stand against overwhelming odds. The forced march of the Boers to the border of Cape Colony and the retreat North are described in graphic language. The officer relates how on November 27 the Boers were surprised, while breakfasting, by our troops, who opened a heavy fire on the laager. Then commenced the race to the Orange River. Passing over the intervening days, the writer comes to Monday, December 3:—

We started at 4 p.m. on a most terrible march which lasted for twenty-seven hours, the longest halt being an hour, arriving at the Caledon River at 7 p.m. on the 4th. It is almost impossible to make any one appreciate the appalling times we had; it rained the whole of the twenty-seven hours, we were all drenched to the skin all day and all night, we had no food whatever and no sleep, and at the end De Wet himself ordered the men to wade the Caledon River, manding officer protested against this, but without avail, and our men had to strip and wade across, carrying their clothes on their heads, the water being up to some of the men's armpits—one poor fellow lost his clothes and had to continue his journey wrapped up in a blanket. De Wet then said the officers must strip too, but afterwards he sent horses, which we were able to swim across on. Towards the end of this unique march the "caporal" in charge of our escort said the general had ordered the men who lagged behind to be sjamboked, and if it had not been for the officers marching behind the men it would have been done systematically; there were a few instances of it, and one man near me had a piece of flesh cut right out of his cheek. The Boers then tried to get us officers to ride on a waggon, but we saw through their cunning, as it was obvious that they were trying to get us away in order to hustle and thrash our men along, and we declined.

Negro Troops at St. Helena.

The wild outbreak of the West Indian negro troops at St. Helena is not pleasant to read about, more especially in view of the possible presence of interested Boer spectators. Happily these seem to have been confined to camp of late, because the last batch brought the measles with them. Obviously, a severe lesson will have to be taught to some of these black soldiers, who ran so fiercely amok with razors, clubs, and threats of blowing up. Probably they are repentant enough now that the fit is over. It is only one more proof of the strange savagery that can never be thoroughly civilized out of the negro—if, as a matter of fact, it really can out of the white man. On the whole, however, the effect of training upon the British West Indian negro soldier has been very remarkable, and it is disappointing to hear of such a temporary throw-back to the manners that still prevail in Hayti.

The Lightermens Strike.

The collapse of the Thames lightermen's strike should be a valuable object-lesson to working men in general and also to employers. After being out for fifteen weeks, the men now find themselves forced to go back on the master's terms, having absolutely failed to secure their demands and obtaining only a minor concession to the "watchmen" or unlicensed men working inside the docks, which could have been gained by amicable negotiation without all this misery. They were in receipt of wages which compared most favourably with the salary of many clerks: £3, £4, or £5 a week were not uncommon figures. But they allowed themselves to be driven like sheep, as the working man will, by their trade union to demand more; they have lost pounds a week, and at least risked driving work from the Thames, and all for nothing. Employers may note the result of sturdy resistance to preposterous demands.

A Petition to the King.

A movement has been set on foot for obtaining the signatures of manufacturers, warehousemen, and drapers throughout the country to the following petition, copies of which were yesterday being signed by leading members of the trade in London at the offices of the *Drapers' Record*, St. Paul's-churchyard, and at those of Messrs. E. and H. Tidswell and Co. 3, Woodstreet, City:—

To his Most Gracious Majesty Edward the Seventh, King of Great Britain and Ireland, &c., &c.

The humble petition of the undersigned, being merchants, warehousemen, manufacturers, drapers, and others connected with the textile trade sheweth—

That owing to the war in South Africa, which has placed so many of the leading families of Great Britain and Ireland in mourning for the last twelve months, the trade of your petitioners has been seriously affected.

That while yielding to no one in our grief at the decease of our beloved Queen, her Most Gracious Majesty Queen Victoria of blessed memory, we have learned with dismay of the announcement that the Court is to go into mourning for a period of twelve months, believing as we do that this must result in material injury (and in some cases actual ruin) to persons engaged in our trade, whose businesses have already been so greatly damaged by the war.

That a material reduction of the period of mourning would be of important benefit to us and to those depending upon us.

Your petitioners therefore humbly pray—

That the period of Court mourning may be modified in such a way as may seem best to your Most Gracious Majesty. And your petitioners will ever pray.

A member of the wholesale drapery trade in London told a press representative that it would be quite a common thing to find leading houses with stocks on hand of coloured goods—dress goods, ribbons, chiffons, tulles, &c.—to the value of from £50,000 to £100,000 each; while the largest houses of all might have stocks worth anything up to half a million. What the trade would like to see would be the period of Court mourning reduced from twelve to six months, as it is feared that, in spite of the limitation of public mourning to April 17, a large proportion of the upper and middle classes will follow the example of the Court, and keep to mourning, whether full or half, for the whole year.

There is a precedent for the petition, because in the year 1768 the City of London, as stated in the official records, "sent a formal remonstrance" to George III. "respecting lengthy Court mourning, which so affected trade," the result being that the King issued an extraordinary *Gazette*, in which it was set forth that, in compassion to the manufacturers, his Majesty had been graciously pleased to order that in future Court mourning should be much shorter than it then was.

A Change (of Clothes.)

A first change is promised at the War Office by Lord Roberts. The *Express* says the new Commander-in-Chief will insist on the more general use of uniform by officers. The example will be set by himself and the members of the Headquarter Staff in Pall Mall. Hitherto it has been the custom for all the great military officials to carry on their business in plain clothes. How or when the practice originated cannot be positively stated. It certainly existed in the days of the Duke of Wellington, who never wore uniform except on State occasions. The Duke of Cambridge made no change, and Lord Wolseley, who was anxious to do so, met with many obstacles. From the first, however, he insisted that all officers attending his levées should wear full uniform. Now Lord Roberts means to carry this principle further, and will direct all officers who appear at the War Office, whether on duty or to see him, or formally report themselves, shall be in the proper uniform of their rank and regiment.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.29	30.19
Temperature	61	63
Humidity	72	70
Rainfall	—	—

TO-DAY.

Saturday, 2nd March, 1901.

Chinese—*12th of 1st moon of 28th year of Kwang-sü.*

Sun—*Rises* *6hr. 22min.*
Sets *6hr. 2min.*
High water—*Morning* *9hr. 37min.*
Afternoon *5hr. 15min.*
Low water—*Morning* *2hr. 42min.*
Afternoon *1hr. 23min.*

ANNIVERSARIES.

1791—John Wesley died.
1841—Whampoa Island Battery carried.
1854—Death of the Czar Nicholas.
1880—P. & O. steamer *Thames* ashore in Lyeemoon Pass.
1882—Attempted assassination of the Queen.
1896—British s.s. *Humber* lost on the Pescadores.
1897—Loss of the Dutch liner *Utrecht* off Ushant.
1899—Italian Minister demands lease of Sammor Bay from Chinese Government.
1899—American commission left Hongkong for Manila on U.S. *Baltimore*.

TO-MORROW.

Sunday, 3rd March, 1901.

Chinese—*13th of 1st moon of 28th year of Kwang-sü.*

Sun—*Rises* *6hr. 22min.*
Sets *6hr. 3min.*
Moon—*Full Moon 11hr. 7min. a.m.*
High water—*Morning* *10hr. 3min.*
Afternoon *8hr. 56min.*
Low water—*Morning* *3hr. 13min.*
Afternoon *2hr. 9min.*

ANNIVERSARIES.

1851—Liptak (Howqua's Folly) taken by the British.
1861—Emancipation of the serfs by Czar Alexander of Russia.
1877—Great fire at Foochow.
1890—Loss of the steamer *Petchin Maru*, near Hakodate, Japan.
1894—Mr. Gladstone resigned the Premiership.
1896—Outbreak of cattle plague in Hongkong.
1898—The lekin station at Sze Yuan Kon gutted by robbers and Tls. 5,000 stolen.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Harmston's Circus at the Recreation Ground (near the Race Course.)

9 p.m.—Boxing Tournament at the City Hall.

TO-MORROW.

Daylight—N.Y.K. steamer *Sanuki Maru* leaves for Kobe and Yokohama.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m.. Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass *(Chin.)* 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.

Union Church:—Services, 11 a.m. and 6 p.m.,

MONDAY, 4th.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

5.15 p.m.—General Meeting of the Hongkong Rifle Association at the Volunteer and Head Quarters.

5.30 p.m.—Organ Recital at the Union Church.

9 p.m.—Grand Concert of Instrumental Music at the St. Andrew's Hall. (The City Hall) by the Band of H.M.S. *Hansa*.

9 p.m.—Bertram the Great. The Royal and Imperial Court Magician, at the Theatre Royal.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American *(China)* to-morrow.
German *(Kiautschou)* 5th inst.
German *(Stuttgart)* 7th inst.
American *(Doric)* 9th inst.
Canadian *(Empress of China)* 18th inst.
American *(Nippon Maru)* 19th inst.

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The N. Y. K's steamer *Kawachi Maru*, (European Line) left Shimonoseki for this port to-day, the 2nd inst., and is expected to arrive here on Wednesday, the 6th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hansa*	At	Kowloon	Dock
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
U.S.S. *Yorktown*	"	"	"
G.M.S. *Hertha*	"	"	"
Zaire	"	"	"
Chinglu	"	"	"
Lekin	"	"	"
Hue	"	"	"
Nanyang	"	"	"
Avalanche	"	"	"
Egbert	"	Cosmopolitan	"
U.S.S. *Concord*	"	"	"
Kiongwai	"	Aberdeen	"
Marakoll	"	"	"

* * *

PASSED THE CANAL.

Outward—8th February—*Agamemnon, Benledi, Calchas, Wittenberg.* 23rd Feb.—*Preussen, Sulazie.* 27th February—*Gisela, Japan.* 2nd March—*Sachem, Wakasa Maru, Strassburg.*

Homeward—8th Feb.—*Dardanus.* 12th Feb.—*Hitachi Maru.* 22nd February—*Achilles, Norderney.* 26th February—*Indus, Sambia, Wakasa Maru.* 1st March—*Hamburg.*

Arrivals at Home—16th February—*Irene, Calchas, Wittenberg.* 23rd Feb.—*Preussen, Sulazie.* 27th February—*Gisela, Japan.* 2nd March—*Sachem, Wakasa Maru, Strassburg.*

Shipping.

Arrivals.

SANUKI MARU, Japanese steamer, 3,787, W. Townsend, 1st Mar., London 19th Jan., and Singapore 23rd Feb., General.—Nippon Yusen Kaisha.

GAEWERNUIR, JANSCHKE, German steamer, 978, H. Schlakier, 1st Mar., Singapore

PLASSY, British steamer, 4,411, C. F. Preston, 2nd Mar.,—London 24th Jan., and Singapore 24th Feb., Mails and General.—P. & O. S. N. Co.

KUMSANG, British steamer, 2,079, E. J. Buller, 2nd Mar.,—Singapore 22nd Feb., General.—Jardine, Matheson & Co.

DAPHNE, German steamer, 1,291, Th. Nissen, 2nd Mar.,—Canton 1st Mar., General.—Siemssen & Co.

CHOWFA, British steamer, 1,055, J. Williamson, 2nd Mar.,—Bangkok 22nd Feb., Rice and Timber.—Butterfield & Swire.

AKASHI MARU, Japanese steamer, 974, R. Sudzuki, 2nd Mar.,—Swatow 1st Mar., Ballast.—Mitsui Bussan Kaisha.

CHUNSANG, British steamer, 1,740, L. A. Muir, 2nd Mar.,—Moji 24th Feb., Coal.—Jardine, Matheson & Co.

TAISHUN, American steamer, 1,216, Patterson, 2nd Mar.,—Shanghai 26th Feb., General.—C. M. S. N. Co.

HONGKONG, French steamer, 732, Pannier, 2nd Mar.,—Haiphong and Hoihow 1st Mar., General.—A. R. Marty.

ANPING, British steamer, 1,158, H. Barlow, 2nd Mar.,—Shanghai 27th Feb., General.—C. M. S. N. Co.

Clearances at the Harbour Office.

Cheang Chew, British str., for Amoy.
Indravelli, British str., for Kobe.
Kaifong, British str., for Manila.
Daijin Maru, Japanese str., for Swatow.
Heimoan, British str., for Canton.
Pak Shan, British str., for Bangkok
Kachidate Maru, Japanese str., for Moji.
Hongkong Maru, Japanese str., for Shanghai.
Pak Kong, British str., for Canton.
Sanuki Maru, Japanese str., for Kobe.

Departures.

Mar. 2, *Parramatta*, British str., for Europe.
Mar. 2, *Peiyang*, German str., for Shanghai.
Mar. 2, *Folmina*, Dutch str., for Singapore.
Mar. 2, *Esmeralda*, British str., for Manila.
Mar. 2, *Kingsing*, British str., for Swatow.
Mar. 2, *Wongkoi*, German str., for Yap Island.
Mar. 2, *Tsingtau*, German str., for Bangkok.
Mar. 2, *Hothow*, British str., for Shanghai.
Mar. 2, *Chingping*, German str., for Chefoo.
Mar. 2, *Michael Jebsen*, Ger. str., for Haiphong.
Mar. 2, *Loongmoon*, German str., for Shanghai.
Mar. 2, *Thales*, British str., for Swatow.

Passengers—Arrived.

Per *Kumsang*, from Singapore—442 Chinese and 2 Japanese.

Per *Sanuki Maru*, from London, &c.—Hon. Mrs. Charlton, Mrs. E. Prynne, Messrs. A. Smith, H. Smith, Ting, Mr. and Mrs. Buck, Mrs. McLellop, Miss E. R. Scidmore, Mr. and Mrs. J. Bullin and daughter, Messrs. McIntyre, A. Hendry, W. Pitt, A. McIntyre, U. C. Kest, M. Brodie, C. Y. Nicholay, 3 Chinese and 1 Japanese.

Per *Plassy*, for Hongkong from London—Misses Pitts, Bolton, Mr. and Mrs H. A. Allen and 3 children, Mr. and Mrs. Reid, infant and 2 sons, Staff-Sergt. Burnett, Mr. Meader, Sergt.-Major Taylor, Mr. J. H. Rubie, Lieuts. Moore, Egerton, Goldie, Willcocks, Staff-Sergt. and Mrs. Taylor, Mr. W. Hibberdine, Lts. Hardy and Pendergfast. From Marseilles—Mr. A. J. Stokes, Rev. Martin, Rev. and Mrs. Shaw, Messrs. R. C. N. Padfield, J. H. Lind, Mrs. Ritchie, 2 infants and maid, Messrs. J. M. Campbell and A. G. Emslie. From Aden—3 Chinese. From Colombo—Sergt. O'Neill, and Mr. W. Brewster. From Calcutta—Sir Y. Cunhingham. From Penang—Mr. Chuen Cha and servant. For Singapore—Mr. and Mrs. Gilby, Lady Freeland, Miss Greenwood, Mr. and Mrs. Farnsworth, Mr. Willcox and servant, Mrs. De Foucier, Miss Devonshire, Mr. and Mrs. Chapman, Messrs. Focke Julius, Bertram, J. Hall, and Dr. A. Russell. For Shanghai from London—Messrs. Haufe, G. H. Rutherford, J. W. Elliott, Periera, J. H. Potts, Mrs. V. Stockley, Dr. D. G. Gordon, Capt. and Mrs. Boisragon, Misses Hardcastle, J. B. Neatley, Brands (2), Renke, Mrs. Lee's amah, Mrs. Pym's amah, Mrs. Martin's amah. From Marseilles—Mr. F. A. Morgan. From Port Said—Mr. and Mrs Robson. From London—Col.-Sgts. Mook, Fry, and Studd, Sgts. Barton, and Harrison, Messrs. A. W. F. Rutty, and C. W. Dilke. From Marseilles—Mr. and Mrs. Sowdon and Madame Borella and maid. From Bombay—Mrs. Ensooally. From Gibraltar—Lt. E. C. Jennings. From Brindisi—Mr. Valenza and son.

To Depart.

Per *Plassy*, from London for Shanghai—Lt. U. C. Moors, Lt. Willcock, Messrs. Haufe, C. H. Ruttlerford, J. W. Elliott, and Pereira, Mrs. V. Stockley, Dr. W. G. Gordon, Capt. and Mrs. Boisragon, Misses Hardcastle, J. B. Neatby, Brands, and Renke, Col.-Sergts. Moore, Fry, Studd, Sergts. Barton, Harrison, Messrs. A. W. F. Rutty, C. W. Wilke, W. Hibberdine. From Marseilles—Messrs. F. A. Morgan, A. G. Emslie, Mr. and Mrs. Sowdon, Madam Borella and maid. From Bombay—S. Eursoolly. From Gibraltar—Lt. E. C. Tennings. From Brindisi—Mr. Valeuza and son. From Penang—Mr. and Mrs. Gilby. From Hongkong—Messrs. F. Tonnochy, A. W. Maitland, B. Landale, D. W. Crawford, S. W. Prat, E. Moller, M. Wolff, R. C. Furbridge. P. W. Peter, H. Jessen, C. Jashley, Bruce Robertson, Skottowe, F. A. Cumming, Mr. Alex. Macgregor. Mr. D. E. McIntyre, Mr. C. H. Ross, Mr. T. Empson, Mr., Mrs. and Misses Marshall, Mrs. Fuller Mr. and Mrs. W. Cox, Mr. and Mrs. Frank Maitland, Mrs. Beyls, and Miss Augues Stevens.

SHIPPING REPORTS.

Capt. Barlow, of the steamship *Anping*, from Shanghai, reports:—Strong N.E. winds and dull overcast sky, clear, with high following sea.

Capt. W. Townsend, of the steamship *Sanuki Maru*, from London and Singapore, reports:—Experienced strong N.E. monsoon with a heavy head sea.

Capt. E. J. Buller, of the steamship *Kumsang*, from Singapore, reports:—From Singapore to Pulo Manki strong monsoon weather with corresponding sea, wind then increasing to fresh gale with high sea to Cape Padaran, afterwards moderating to moderate breeze and sea with fine weather, and N.E. swell to Paracels, and then freshening rapidly with very high sea, but finally moderating towards port.

STEAMERS EXPECTED.

Names.	From.	Due
China	Shanghai	To-morrow
Hiroshima Maru	Japan	Mar. 4th
Nankin	Singapore	Mar. 4th
Kiautschow	Shanghai	Mar. 5th
Kawachi Maru	Shimonoseki	Mar. 6th
Stuttgart	Singapore	Mar. 7th
Doric	Japan	Mar. 9th
Empress of China	Vancouver	Mar. 18th
Nippon Maru	San Francisco	Mar. 19th

We would direct the attention of shipping firms to the 45th rule which "Steamers expected are reported Sailings are now published in these columns, and in so doing respectfully urge the necessity of shipping firms to give orders to their [illegible]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU..... W. Townsend	KOBE and YOKOHAMA	TO-MORROW, 3rd Mar., at Daylight.
HIROSHIMA MARU..... S. Yoshizawa.....	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
KAWACHI MARU J. Thompson.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Mar., at Daylight.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU* S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st March, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
FREIBURG Proesch	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG)	8th March.	Freight.
SAVOIA* Behrens	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 23rd March.	Freight and Passage.
MARBURG v. Binzer	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 30th March.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 5th April.	Freight and Passage.
BAMBERG Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 10th April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the *various routes* can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 12th Mar., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 6th April, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

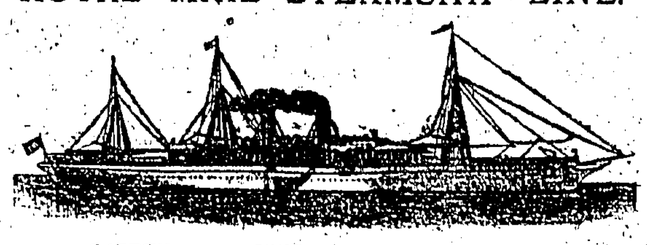
Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 3rd April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th February, 1901. [3

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 25th February, 1901 [4

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGAN RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO,

VIA

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA,"

2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further Information as to Freight rates, &c., apply to

ARNHOLD, KARBERG & Co.,

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt.....	Mar. 4
Victoria	3,502	J. Panton ...	Mar. 8
Glenogle	3,750	W. Frakes...	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 22nd February, 1901. [4

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	5,023	Saturday	Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 20th February, 1901 [184c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIANG" ...	8th March.
MANILA	"TAIYUAN"	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd March, 1901. [51c

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IXION".....	5th March.
"	"DEUCALION".....	19th March.
"	"STENTOR".....	3rd April.
LIVERPOOL (Taking Cargo at LONDON RATES).	"PATROCLUS".....	16th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 1st March, 1901. [12

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on MONDAY, the 4th March, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 28th February, 1901. [623c

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 26th February, 1901. [255c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th February, 1901. [228c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th February, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th February, 1901. [254c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

will be despatched for the above Port, on or about the middle of March.

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 28th February, 1901. [4

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1805. [30

To be Let.

TO LET.

"STONY BROOK COTTAGE," (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession. Apply to

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd,

Hongkong, 28th February, 1901 [175c

TO LET.

A HOUSE in RIPON TERRACE.

"THE RETREAT."—MOUNT KELLET.

A GODOWN.—No. 83, PRAYA EAST.

GROUND FLOOR.—No. 4, BLUE BUILDINGS.

HOUSES in LEIGHTON HILL ROAD.

Apply to

THE HONGKONG LAND INVEST-

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th February, 1901. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Superintendent.

Hongkong, 1st March, 1901. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 1st March, 1901. [4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MORAVIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 8th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,
Agents.

Hongkong, 1st March, 1901. [63c

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield
Arcade.

SOLDIERS OF THE QUEEN.

A great Queen lay dead; in silent gracious majesty, hushed and at rest for ever. The streets of her cities were hung with black, and her people wept. The land the Queen had loved, all England mourned sadly for her loss. And far off, across six thousand miles of land and sea, a small boy sat sobbing passionately.

"I will not say my prayers without Gracious Queen. She is our own Queen. You go and ask mother."

"But, Master Bill, our Gracious Queen is dead; how can your prayers for her any more? You must pray for the King now."

Poor Lusette, Billy's nursemaid, burst out weeping afresh. Her eyes were already red and swollen with tears. She was full of grief for the Empress, whom, realistic as are all her race, she almost worshipped as the embodiment of rank and power. She had wakened at sunrise, poor girl, to the crash of the awful gun that told the solemn tale of death. She had read every word of the blackedged newspaper, and listened all day to the solemn bells tolling, and the guns booming drearily across the water; and now, here was Master Billy vexing her soul to the depths of its religious and royal foundations.

It was the quaintest little house in the world, the one where Billy and Rupert lived. It stood by a corner where two roads sloping past at back and front merged into one and picked up the tide of life and traffic that rolled away cityward, and towards the grey stone pile where wise councillors wrote minutes and made laws, and the wiser men that followed read them and said "we concur," or "we annul." But the two little boys that lived in the corner house did not care a button for the musty laws or the great men that made them, and knocked them on the head. Life was full of things that really signified and left a day far too short for the time one wanted to fit into it. There were ponies and guns, a stretch of blue sea and yellow sand not a hundred yards from the compound gate, and, above all, beautiful soldiers drilling and playing bands every day. Rupert and Billy knew every air the band-sergeant had ever taught his men, and every night of his life for three conscientious years of prayerhood, ever since the first day he had understood the tune, and came home fastinated with the grand roll of its sonorous sounds, Billy, of his own accord, had prayed solemnly, or sleepily, as the case might be, "and God save 'Gracious Queen' Christ sake. And here to-night, forsooth, comes Lusette, interfering and giving her orders about Queens. As if boys who were a soldier's sons and *very* soon going to be soldiers themselves, didn't know that even at dinner soldier-sahibs said prayers for the Queen, much less going to bed, indeed!

"Let's go to mother ourselves, Billy," said Rupert, in the strength of his two years' superior wisdom. "Lusette isn't a padre, I don't see what she can know about people's prayers."

In the darkening shadows of the verandah Rupert's and Billy's mother was rocking softly to and fro in her low lounge chair, perhaps thinking sad thoughts herself about the little old lady who lay so still and quiet to-night.

"Oh, if you please Ma'am, Master Billy will pray for the Queen."

"Mother, I think Lusette is a meddling owl, and I want to say my prayers to you "Course I *must* pray for the Queen."

"Mother, is our Queen really dead?" asked Rupert solemnly, standing before her and reading her face with wide questing eyes.

"But *can* a Queen die like that, just like any common person?" queried Billy angrily.

"Dear heart, even Kings and Queens must come to die when God is ready for them."

"But I wouldn't want to die if I were she, and leave all the crowns, and bands, and soldiers, and be just like anyone else," lamented Billy.

"I don't understand how she can be gone quite away. If she has has left our world I think she must be alive somewhere up there in the dark blue sky," said Rupert thoughtfully, leaning his brown head against his mother's shoulder whilst his eyes wandered over the low belt of casherina trees up to the clear, star-studded sky above.

Billy squatted on the verandah steps with his chin in his little hands, and gazed upward too, trying to fathom the secrets of the pale early moon, and the myriad golden kingdoms overhead.

"The Queen has gone away. I think it must be to our own star, Rue—the beautiful bright red one that shines always over the mangoe tree. Oh but I din't *want* her to go away," he cried turning suddenly back towards his mother, all the worldwide woe that six years of life can gather crushed into his cry of sorrow, "And what am I to say for my prayers now mother? I don't *want* an old King. Had'nt I better just go on saying 'Gracious Queen' same as before?"

There was a moment's silence and his mother did not answer; something drawing tight somewhere around her throat held her dumb.

"I guess God will save her and keep her safe to be some other people's Queen up there," he said meditatively.

"God will always save our Gracious Queen, dear; she is His whether in life or in death."

"I think she will be a great loss to all the world," said Rupert thoughtfully.

"Yes," said Billy mournfully, "I wish I had seen our Queen just once "fore I come to die too."

He was growing quieter now under the influence of the darkness, and the sadness, and the soft hush of the night. Silence reigned a while in the shadowy unlit verandah, whilst the two little men leaned on either side of their mother and reasoned in their strange childish minds, as yet so faintly tinged with the alloy of earth's dull colouring, about God and Queens and that mysterious thing called death. There were no sounds but the soft lap of the distant waves, and the sighing of the night wind in the trees.

"Do you think we will ever go back to our Queen, Rue?" asked Billy at last in his soft caressing voice.

"I don't see why not, Bill. All the men that were brave down here and saved people's lives she called Victoria men. You can't belong to a person just for once, and then stop belonging to them, and never be theirs any more. Can you, mother? If Billy and I get crosses like Captain John's little brown one, would'nt we be the Gracious Queen's own men too? Father told me it makes Captain John a Victoria man."

Billy was still staring sadly up through the night at the red flashing star he called his own, and around which the two little lads had woven endless legends, and fairy day-dreams.

"It's not a very large star, that bright one, even although it is the biggest of the whole lot. I don't see how it can possibly hold very many people from this world," he mused mournfully. Then a bright idea awoke within him. "Mother," he cried eagerly, "I expect the Queen just got God to keep it for her to save her *own* men in, her very own ones. Me and Rupert mean to have the little brown cross and be the Queen's own men. So if she's not in an awful hurry to fill it up we could get there and see the Queen yet, Rupert."

"Yes, Billy, I expect we shall. I'm sure God must have settled something like that with the Queen."

"And I don't think Lusette knows anything at all about anything that happens to Queens, not likely indeed!

"In the morning time we'll make some wreaths for the Queen, Billy, like mother did with white flowers when they took the Colonel away on the gun-carriage."

"Good-night mother, and I'll say 'God Save Gracious Queen *every* night."

So Billy marched past Lusette with defiant glance, and victory bristling all over his little body.

"Perhaps its rather like heathen mythology" thought the mother ruefully—"or perhaps it is the way saints were created in other years. But Billy shall keep his hero worship until the call comes in another day for sons of the Empire to arise, and my two little men must work and fight, and if needs be—die—as soldiers of the Queen, or, for the honour of the King."

And Billy prayed his prayers extra distinctly for his own satisfaction, and Lusette's benefit, and he and Rupert were safely tucked up in their little white beds to sleep the dreamless sleep of childhood, that recks neither of Queens nor of kingdoms of golden crowns, nor of red flashing stars, while still there came one last sleepy murmur—"Good night, mother, God save—Gracious—Queen, me and Rupert—own—men."

T. C. D. in *The Advocate of India.*

JOHN BARLEYCORN.

BY AN ACTIVE ANALYST.

(*Globe.*)

This gentleman, the great stay or holdfast of the British character and constitution, being now on his trial, I have thought it my duty to investigate him. I have done so with some reluctance, as I do not as a rule drink beer. But when I take a subject up, I empty it thoroughly, even when it is a pint pot.

By way of a start, I thought I would see what beer is like in the mass. I therefore obtained leave from Messrs. Brown, Stout, and Co., to examine their largest brewing vat, some 50ft. high. I did so by descending it in a diving dress. After passing through about 10ft. of carbonic acid gas, of about the same density as the Underground Railway air, I came upon a thick soapy froth, all working like a sea of pea-soup in a storm. I think if the company would give this froth away to poor washerwomen, it would greatly lighten their labours, and not be much loss to the beer. I then descended into the stout proper. To be full of stout inside is the experience of many, but to be surrounded by it outside and not be able to get at a drop, is unique and rather tantalising. I passed down through 30ft. of this liquor, and then came to the ocean bed at the bottom, formed of a 10ft. alluvial deposit of grains, out of which sprouts a miniature hop forest. Having been there, I am in a position to aver that the bottom of the vat is not strewn with the corpses of mourning coach-horses, put in to strengthen the stout, as popularly supposed. I certainly saw what looked like the woolly head of a black man, but on examination found it to be merely a mop which had tumbled in.

After emerging from the vat, the manager kindly gave me a quart of stout to analyze, which I did in an easy chair in his back office, with the blind down. I proceeded, not by vulgar chemical reaction, but by drinking it off in glasses. The human organism is really the best analyst in the world, being the only apparatus which cannot lie. I found that the first glass contained a strong feeling of cheerfulness and hope, so that I fully believed, while it lasted, that Jenkins will pay me that £5 he borrowed last Christmas. I have never discovered such a hope to be resident either in water, tea, or coffee; therefore it must have come from the stout. The second glass contained a strange, kindly feeling towards my wife's mother, now resident with us. All the old desire for her blood gave place to a recognition of the fact that she has, after all, a right to live. The third glass had a curious prompting to benevolence. I thought with shame of the number of times our district visitor had rattled her missionary box under my nose, in vain. So strong was this ingredient in the stout, that I determined to give her 6d. even though I went without a new suit of clothes to do it. The last glass yielded a vast amount of self respect. It made me feel quite as good as any other man, and a little better. On the whole the analysis was most satisfactory.

I was thereby encouraged to analyse in the same way an equal quantity of Messrs. Double Exe's ale; so next day I dispatched our girl for it to the tavern round the corner, warning her to cover the jug with her apron, to keep out the dust and the eyes of the neighbours, and not to sip any. I fully expected an equally agreeable analysis, but lo, this ale consisted of an entirely different set of emotions. That wicked feeling against my wife's mother came back in redoubled force; and had she been in the room, I should have run her out neck and crop. As it was, I made faces at her photo. Then it contained that state of mind which I cannot put a name to, but which prompts a man to keep on saying to himself. "What a fool I was!" When under this prompting, all the situations in which you have made a doubledyed ass of yourself come back upon you: when you put 5s. on the pea, or £50 on the favourite; when you failed to kiss a pretty girl, after she had told you point blank that she hated kissing; when you listened to the voice of the house agent, or the bland advertisement of the bucket shop. There was also much combativeness in that ale. I felt more than ready to have it out with Jenkins, and indeed would have forgiven him the £5 for the privilege of flattening his features, or gouging out an eye. In short, that ale contained all that is bitterest in sentiment. No wonder that the girl, who had sipped some after all, threw a teacup at the cat.

I subsequently analysed Messrs. Salacine's celebrated barrelled family beer, highly recommended by the faculty for making blood, fat, muscle, and almost everything else required by a family, and a handy substitute for vinegar or oxalic acid.

About three glasses made me the most eloquent man breathing. I felt that I could explain anything, from the policy of the Government, to the procession of the equinoxes. I was so pleased with this, that I called my wife in to hear me do so. She got tired before I did. She said scornfully that bed was the proper place for me, when, of course, my proper place was the House of Commons or the Royal Institution. But certainly Salacine's beer is real bottled Cicero, and for those who like eloquence, will save a great deal in washing.

My last experiment has been with the popular beer of Messrs. Glucose, Invert, and Co. I am bound to say that this is the most curious of all the beers I have analysed. Its effect upon the feelings is absolutely nil. But, per contra, it contains a most strange and powerful influence over the earth and the heavenly bodies. We are all aware, of course, that the earth is going forward in space at the rate of so many miles per second, and when we walk abroad we all allow for that progress. We move our bodies unconsciously, so as to hit the mean between the direction we want to go in, and the rate the street is travelling round the sun. Well, the effect of this beer is to interfere in the most arbitrary fashion with that rate. It will stop the earth capriciously, so that you get shot violently against the area railings; and anon it will jerk the earth forward, so as to make you impinge upon the lamp-post. When friskiest, it will throw you quite off your balance. That the same beer should create an additional moon in the sky, and give Castor and Pollux a pair of twin sisters, is little less remarkable.

This is as far as I have got with our beers up to now, but when my present unfortunate attack of enlarged liver, lumbago, and hydrocephalus has subsided, I hope to investigate further.

THE LIVING IMAGE.

"You know that there is nothing that I would not do for you," said Gerald Vane tenderly.

The obvious feeling in his tone irritated Lady Aubrey. What right had this boy [she considered him a boy, though he could not have been less than twenty-eight] to speak to her in this preposterous way—to her, a woman, with a daughter two years out—as if she were quite a young woman, nay, a young girl of suitable age? It was too absurd. More, it was tiresome; because his way of going on was noticeable, and kind friends had already hinted to her that it had not escaped remark.

"There is one thing," she said fretfully, "that you know well I want you very much to do—and that is to find yourself a nice wife with whom you could be happy—but you won't do it."

"I have found one with whom I know I could be happy," he replied wistfully. "But—"

"I must go in," said Lady Aubrey, rising abruptly, "or I shall catch cold. When one grows old one can almost feel the mist rising, while you young ones think that it is still delightful out. No, don't trouble about me; I can find my way in alone, and I am sure you must have many engagements, which I would not keep you from."

Lady Aubrey would not have described herself as old to anyone else than Gerald Vane, and to him she merely did it with a purpose. As a matter of fact, she was a remarkably young-looking woman, and the acutest observer would hardly have guessed her age but for the existence of that very legible human document, her twenty-year old daughter.

Helena Aubrey was one of those fortunate women who preserve their figure. Save that it was a trifle more firmly set, but little change had come over her in this respect since the days when she was the slim, tall, graceful Helena Wynwood. Her hair was quite unchanged, and she wore the same smooth full bands which had been so becoming to her in her youth and which caused her admirers now to compare her with Mary Queen of Scots. Though, if we may judge from her authentic portraits, that ill-fated Queen could never have been half so good-looking as Lady Aubrey was.

Lady Aubrey knew her good looks and her power. As a rule she was not disposed to undervalue them, and she had no desire whatsoever to sink down on to the shelf. The outburst with which she had silenced Gerald Vane's attempted declaration was prompted not by the spirit of candour alone but by a chaos of emotions, among which irritation played no little part.

There were so many excellent reasons why she should not have interrupted him. She knew as well as possible that he could be happy with her, and she felt, almost against her will, that her feelings towards him, if she once allowed them to slip from control, would not be very dissimilar from complete reciprocation. Then she was poor—a widow living on a small income in a small house in a village which lay as completely out of the world as if it were perched on the Welsh mountains instead of posted within twenty miles of London and two of one of the greatest roads of communication in England. Gerald, however, was wealthy—the rich man of the district. He owned the fine estate of Lynxton Park, which formed the back-ground of the village, and besides had inherited Somerset House only knows how much in the convenient form of stocks and shares. How nice it would be to be mistress of Lynxton Park, to leave off contriving, abstaining, screwing, in order to make two ends meet and keep up appearances! How delightful it would be to indulge in the little luxuries of life which she had always denied herself—to bring Madge forward in a manner suited to the distinguished family from which the girl sprang, and which had always ignored her—to be able to do something for the many friends who had been so kind to her for years without hope of return—except so far as they may have derived it from the lustre of her title!

When all these points are considered, it will be seen that it required no little determination on her part to refuse Gerald's proffered love, and in fact she felt so uncertain of herself that she rushed to the defence at the barest glimpse of his waving flag in order to prevent him from ever coming to an actual assault. A fortress that is so timorous must be weak.

The explanation of all will sound strange in these days. There was some ten or twelve years' difference between them and in the lady's favour, and she honestly believed that the disparity of age constituted a fatal barrier to a marriage. Perhaps this would not have presented itself so vividly to her imagination but for the fact that she had made Gerald's acquaintance originally through her intimacy with his mother, which dated back to the days when the young man, as a younger son, was studying diplomacy in the Far East. She did not feel herself equal to face Mrs. Vane's scornful eyes and indignant tongue. The very unconcern, or even satisfaction, with which that lady regarded her son's attentions to her "dearest friend" only showed how utterly outside the range of possibility did she regard the prospect of the friendship assuming a more serious form.

If Gerald had only been ten years older!

"You know," said Gerald reproachfully in reply to her attempted dismissal, "that there is no engagement that I would not throw over—if I thought it would please you. Not that I have any."

"It wouldn't," cried Lady Aubrey hastily. "What *would* please me would be if you would come and tell me that you were engaged to a really nice girl——"

"You are cruel and heartless, returned Gerald—and his pain was obvious in his voice. "You know I can never love any other woman but——"

"My good boy," interrupted Lady Aubrey, secretly much dismayed—for she dreaded the necessity of refusing him in so many words—"cruel and heartless" is not proper language to address to a lady of my age, an old friend of your mother's and almost old enough to be your mother. I should be sorry to have to send you away for good, but if you are so wanting in respect——"

This threat of course reduced him to obedience—for a while. But he broke out again and again, and the continual conflict so got on her nerves that there was almost a sense of relief mingled with the bitterness when the matter was brought definitely to the issue, and she had refused him.

"If you really love me as you say," she added afterwards, "you will go away from here for a time. Why not accept some of those many invitations and go shooting? It will do you much more good than staying here wasting your time."

This Gerald positively refused to do. But when he found that Lady Aubrey, by some singular coincidence, was always out when he called, he regarded himself as the most ill-used wretch on the face of the earth, and determined that he had better go away.

Lady Aubrey was half glad when he was gone.

"Let him keep away for a year," she thought, "and he will have forgotten me. But if he remains faithful after a year—well—perhaps—Of course I should not think of such a thing."

It was while he was staying at the Watchets' that he met Miss Wynwood. Her first appearance was quite a shock to him.

"What, *she* here, sweet Helen, fair Helen. No, it's a girl surely—much younger—with a smooth girl's face, and what a complexion—what a beauty! But she is just what *she* must have been when *she* was a girl—it is too remarkable."

He was introduced to Miss Wynwood and found it was still more remarkable; for her name was Helen too, and her voice—if he had been blindfolded he could almost have sworn that it was Lady Aubrey who was speaking.

"Oh, you know Lynxton," said the girl later, when the acquaintance had progressed a little. "Then I daresay you know my aunt, Lady Aubrey. She is said to be like me. Do you see any resemblance?"

"Yes, a great deal, in a way. Of course she is a little older."

"A *little* older! Why, she is over forty. But I believe she makes-up well."

"I am quite sure that she does not make up at all," cried Gerald hotly.

Miss Wynwood shot a quick glance at him.

"I don't mean what you mean," she said quietly. "And, of course, I am very proud of being thought like her. She has always been the beauty of the family—especially twenty years ago."

Really, if this girl had any wish to make her aunt appear quite old, she could not have gone to work in a better way. Before they had been acquainted for three days she had contrived to make Gerald's love affair assume a slightly ridiculous light in his eyes. Not that he had ever referred to it. Not that Helen Wynwood ever gave the smallest token of being cognisant of a still more important question—did she know that he had been attracted to her at the first by her resemblance to her aunt? Putting the matter on the most general principles, does any young woman like to be admired because she resembles a relation old enough to be her mother? There is some food for reflection there.

From the Watchets' Helen Wynwood was going back to town. Yes, she liked town in the winter. There was always the rink, and as she was a subscriber she went there almost every day. Did Mr. Vane skate? Wasn't it fun? A pity that he wasn't going to be in town! They might have met, and she would so like to learn the Dutch roll that he talked of. But, of course, men were always full up with shootin' and huntin' all the winter. For some reasons she wished she were a man.

Gerald wrote to Lady Aubrey—all about himself and her; not a word about the younger Helen. One wonders whether—if——Lady Aubrey, true to her programme, did not reply—though it hurt her not to. Also, she began to miss Gerald terribly by now. Gerald wrote again, but there was still no answer.

Therefore Gerald, cursing his fate, drifted somehow up to London, drifted somehow into the rink, and in the same inconsequent fashion skated into a course of devotion to the present niece as the image of her absent aunt—with the inevitable result, as in all idolatry, that the image assumed in time a more definite reality than the original.

If Lady Aubrey had written "Come," Gerald would have flown to her side. If she had merely written a good scolding in reply to any one of his half-dozen letters, it would have been something. But she did not write at all. No wonder he began to lose hope. Yet she thought about him more than ever.

She fell into a bad habit of wondering whether he would be faithful at the end of the year. If he were!——After all, ten years were really nothing nowadays, and such marriages were common enough though of course she would never think of such a thing. Her thoughts often made her blush; and with the shame of this to help her, she steeled herself to wait and give no sign.

Then one day there came a letter in an unfamiliar hand. It was signed "Your affectionate niece Helen Wynwood." It informed the "dear aunt" that the writer was engaged to be married to a "young friend of yours"—whose name it is perhaps unnecessary to add was Gerald Vane—and so on in the usual style of these letters. But there were some sentences that burnt themselves in on Lady Aubrey's memory as if they were written in letters of flame. "Gerald is the most devoted of lovers *now* but I cannot help thinking that he was attracted to me first by some resemblance that he saw to you. He used to rave about you *then*. I feel sure that you must have been *very kind* to him, and that you well be *very glad* to hear of my engagement."

Now Lady Aubrey was a good woman but there was one relation whom she cordially detested, and was mortally jealous of, and this was her niece Helen Wynwood, who was "a younger and prettier likeness" of herself. And if there was one person whom the younger Helen loathed more than all the rest of the world it was the elder Helen, who had been held up to her in all her hours of naughtiness from childhood upwards as a model of all that a woman should be.

There was dead silence in the cottage for a moment, and then might be heard the sound of a woman softly crying.—*The Rangoon Times.*

TOOLE AND SIMS REEVES.

Toole and Sims Reeves (writes Joseph Hatton in the *People*) were very intimate friends. The comedian tells a story of how he met Reeves in a train on the way to Liverpool and asked him to teach him the notes of "The Speaker's Eye," a comic song that had a vogue for a long time. Reeves took the request seriously, and it must have been intensely amusing for Toole to have Reeves show him how to sing it, Reeves giving the comic words and melody with operatic verve. One day Toole heard that Reeves was staying at a certain hotel in a city he was passing through. The comedian called, and was informed that Mr. Reeves was in the garden. Toole saw him sitting in a shady corner reading a newspaper; he knew him at once by his black and curly hair. Toole crept behind him, and saluted him with a snatch of "My Pretty Jane," of which Toole could give an excellent imitation. Reeves took no notice. Toole laughed to himself, and stood apart, feeling, perhaps, that Reeves wanted to finish his reading, or desired to encourage his fun. Then the comedian went for the great tenor again, this time trying a full verse of "Come into the garden, Maud." Reeves got up and took another seat. Toole gave him a taste of "Tom Bowling," whereupon Reeves turned upon him to inquire what the devil he meant. It was not Reeves at all.

Toole has returned to his house in Maida Vale, London, still deeply saddened with his long illness, and unable to speak much louder than in a whisper. He related to me a very pathetic incident of his last meeting with Reeves. "You know how greatly I admired and loved Sims Reeves," he said. "Poor, dear fellow, I am glad I met him once again before he passed away. It was at Brighton this year. Reeves was staying at Hassock's. He wanted to come home with me to my rooms and sing to me. Let me sit down to the piano, Johnny, and sing you "The Death of Nelson" and "My Pretty Jane," and all the other songs you like.' I could not have stood it; it would have broken my heart. We sat in a quiet arbour; he held my hand and sang quietly to me snatches of a few things, and I hear his pathetic voice now when I am telling you."

SAYINGS ABOUT WOMEN.

Beauty in woman is power.

Tears are the strength of women.

A flattered woman is always indulgent.

Women alone know true loyalty of affection.

Woman is a miracle of divine contradictions.

Nature makes fools; woman make Coxcombs.

Men are the cause of women's dislike for one another.

Woman is the sweetest present that God has given to man.

Before marriage Woman is a Queen; after marriage, a subject.

The happiest women, like the happiest nations, have no history.

Women enjoy more the pleasure they give than they receive.

There is no more agreeable companion than the one woman who loves us.

A woman can be held by no stronger tie than the knowledge that she is loved.

The woman who throws herself at a man's head will soon find herself at his feet.

Woman's happiness is in obeying. She objects to men who abdicate too much.

A woman who pretends to laugh at love is like the child who sings at night when he is afraid.

If woman did turn man out of Paradise, she has done her best ever since to make it up to him.

Women wish to be loved, not because they are pretty or good, or well-bred, or graceful, but because they are themselves.

LIVES MARRED BY ONE MISTAKE.

LOSING A SHIP, AND ITS PENALTIES.

"The Court . . . and ordered the captain's certificate to be suspended for twelve months."

It is not a particularly startling sentence, this that one commonly sees at the end of the report of a wreck inquiry. But what a terrible significance it has to the skipper himself! For the loss of a ship through some error of judgment and the consequent suspension of the master's certificate means, as a rule, irretrievable ruin to that seafarer. It is a million to one against his ever getting another vessel.

Sometimes a captain may be accounted to deserve all that the suspension of his certificate involves, but in general he is to be commiserated. It is a hard thing for a man to be ruined for one solitary false step, and still more for the fault of a subordinate. Yet thousands of men have had their career blasted in one way or the other. Only a few years ago a captain with a clean record extending over a quarter of a century had the misfortune to wreck his ship on the French coast. He was held to be blameworthy, and as a result his certificate was suspended. That sealed his fate. When the period of suspension was over he hoped to get another command, but the firm that he served for twenty-five years not only refused to let him have a ship, but to give him employment of any kind, even in a humble capacity.

Several other captains have recently been punished with like severity for the blunders of those under their command. As an illustration of how this comes about a well-known disaster is highly instructive. A certain liner was once in charge of the chief officer, the captain being below, or, at all events, taking no active part in the navigation of the ship. The officer on the look out forward was not in his usual place, because of some wet paint there or there-about; he was further aft than customary, and consequently could not see as far ahead as he could in the regular order of things. Suddenly he hailed his superior—

"There seems to be some ice ahead sir."

"I think it is only cloud," came the reply from the bridge.

Once again did the look-out draw attention to a grey, misty indefinite something in the distance; but the ship—which was making about nineteen miles an hour—was kept on her course. And then there seemed to spring out of the water a huge, towering iceberg, into which the ship crashed, rebounded, and dashed again, finally being telescoped like a railway carriage in a collision.

Now, for this mishap the captain was held responsible, and his certificate was suspended accordingly. Here, then, is an exemplification of the hard lot of the skippers who have of late suffered in much the same way. The commander of a liner which tilted against an iceberg and yet returned to port was, however, exceptionally fortunate in having employers who are not bound down by the iron rules of their class. Convinced of the injustice of the sentence, they nobly assisted their servant to carry the case to the House of Lords, where it was squashed—a sequel which, as a whole, has rarely been paralleled.

What becomes of captains whose certificates are suspended for the loss of ships? Some accept subordinate positions, others take to drink, and practically all go from bad to worse rapidly. One, who ran a well-known liner ashore, afterwards left the sea and worked in America; and now he is trying to gain admittance to a certain charity for destitute mariners—a charity where there are already at least half a dozen men with a similar life history. Some of these decayed seafarers have a brilliant record and a clean one, save for a single blot—they have lost a ship.

In another and a more exceptional case a captain who played a part in a celebrated shipping disaster has suffered much since he left the bridge. His courage failed him at a critical moment; and, as many lives were lost on the occasion, and the newspapers gave columns of space to the occurrence, all the world knew of his chicken-heartedness. The result was that, in addition to having his certificate suspended, he was regarded by the public as a coward. Such was the scorn with which he was treated where he was known that he left the sea, and, changing his name, turned his hand to many dry-land occupations, including that last for source of the needy, canvassing. About two years ago he held the humble but necessary office of "chucker out" at a public-house situated in one of the slums of a certain port.

It is not surprising, therefore, that a captain often elects to perish with his ship. Many a man has practically committed self-murder rather than face the consequence of his mistake. One unquestionably did so; through his fault, his ship was run into off the Irish coast and began to founder. The crew then took to the boats. When the captain, the last man aboard, was about to leave, he remarked that he had forgotten something, and went to his cabin.

As he did not return, one of the officers went in search of him, and found him lying on his face, with a revolver tightly grasped in his right hand and a portion of his skull blown away, dead. It was nevertheless reported, out of consideration for his relatives and friends, that he had refused to leave the bridge and had sunk with the ship; and, as the vessel broke up, and the body was never recovered, nobody except those who were in the last boat know that this was a figment.

Generally, however, a captain who shrinks from the exposure and ruin that must follow simply sticks to his post—whether his mind gives way may remain an open question—and so perishes. So that what passes for heroism should, perhaps, occasionally be called by an another uglier name; though it must not be supposed that all captains who refuse to leave their ships are suicides.—*S. and Gossip.*

Entertainments.

GRAND CONCERT.

A CONCERT OF INSTRUMENTAL MUSIC will be given by the Band of the German Flagship *HANSA*, Assisted by Amateurs, in

ST. ANDREW'S HALL,
City Hall Buildings,
on
MONDAY, the 4th MARCH,
Commencing at 9 p.m.

TICKETS, $2 each, may be had at the City Hall.

Hongkong, 1st March, 1901. [273c

THEATRE ROYAL.
CITY HALL.

THREE NIGHTS ONLY!

MONDAY, TUESDAY & WEDNESDAY,
the 4th, 5th and 6th March.

BERTRAM THE GREAT.

FIRST appearance in Hongkong of the Royal and Imperial Court Magician, who has been specially commanded on three several occasions to appear before

Her late Majesty
THE QUEEN, EMPRESS OF INDIA,

At Windsor Castle, and has been summoned on twenty-three occasions by

H. M. KING EDWARD THE VII.

To perform at Marlborough House, in Sandringham.

MR. CHARLES BERTRAM,

Who has been acknowledged in Great Britain, the British Colonies, and the United States to be

THE PREMIER CONJUROR OF THE AGE.

Doors Open 8.30; performance 9.30 p.m.
Admission $3, $2, $1.
Military and Navy in Uniform Half Price to second and Back seats only.
Box Plan at ROBINSON PIANO CO.

Hongkong, 1st March, 1901. [274c

BOXING.

I AM open to meet anyone from 8st. 9lbs. to 9st. 4lbs. in a BOXING CONTEST, Army or Navy or any man in the Colony of the American Navy, the above Weight.

A. BRATT, MESS 23,
H.M.S. *Centurion.*

Hongkong, 27th February, 1901. [262c

Auctions.

PONIES! PONIES!! PONIES!!!

THE Undersigned will hold their Annual Sale of RACE PONIES on WEDNESDAY, the 6th March, 1901, at 3 P.M., Opposite the CITY HALL, when upwards of 50 PONIES will be offered.

Entries will be received until NOON on Day of Sale.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th February, 1901. [250c

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION,
IN 6 LOTS,
On
FRIDAY, the 8th day of MARCH, 1901, at 3 P.M., at his SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situate in POKFOOLUM ROAD and THIRD STREET, viz:—

LOT 1.—All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square feet. Term 999 years. Annual Crown Rent $26.

LOT 2.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section C of Inland Lot No. 797. Area 4,900 Square feet. Term 999 years. Annual Crown Rent $31.50.

LOT 3.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section D of Inland Lot No. 797. Area 3,900 Square feet. Term 999 years. Annual Crown Rent $26.

LOT 4.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section E of Inland Lot No. 797. Area 4,400 Square feet. Term 999 years. Annual Crown Rent $30.

LOT 5.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section F of Inland Lot No. 797. Area 4,855 Square feet. Term 999 years. Annual Crown Rent $31.

LOT 6.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in Land Office as The Remaining Portion of Inland Lot No. 797. Area 11,970 Square feet. Term 999 years. Annual Crown Rent $80.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Hongkong,
Solicitors for the Vendor's,
or to
THE AUCTIONEER.

Hongkong, 7th February, 1901. [137c

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.

$2.50 per Bottle.

H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [84

Intimations.

SALE OF SHEET MUSIC.

6 FOR $4.00. SOILED 6 FOR $1.00.

OPERAS, FOLIOS, BOOKS—HALF PRICE.

ROBINSON PIANO CO.

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to

Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of $1 (One Dollar) each.

Series Z 49, 1 to 1,000 of $1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [261c

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 331 for 100 SHARES of the Company, numbered 68,401/68,500, in the Name of ELLIS KELLY, Esquire, of HONGKONG, having been LOST, a NEW SCRIP for the same will be issued after One month from the Date hereof and the Original Scrip will be considered by the Company as NULL and VOID, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th February, 1901. [212c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

THE SHARE CERTIFICATE No. 7,726 for FIFTY Shares numbered 33,524 to 33,573 inclusive, standing in the Register in the Name of FOONG KING POON TONG, of FOOCHOW, having been LOST, Notice is hereby given that unless the said Certificate be produced at the OFFICE of the Company, Queen's Road Central, Victoria, Hongkong, on or before the TWELFTH DAY OF MARCH, 1901, a NEW Certificate for the said Shares will be issued and the OLD Certificate will thereafter be held by the Company as NULL and VOID.

A. SHELTON HOOPER,
Secretary.

Hongkong, 11th February, 1901. [194c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of

Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [200c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c

WANTED—IMMEDIATELY.

BY a German Firm, an EXPERIENCED SALESMAN with a thorough knowledge of the Hongkong Import Business. Applicants should give full Information concerning their Qualifications and state the Salary required to address of—

"IMPORT,"
Care of Office of This Paper.

Hongkong, 20th February, 1901. [230c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80c

NOTICE.

AN ITALIAN LADY wishes to act as Travelling Companion or Governess to a family going to any European port per s.s. *Klautschow*. Speaks French and a little English.

Reply ITALIAN CONVENT, Hongkong.

Hongkong, 26th February, 1901. [258c

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. [33

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [38

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [32

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES' FLUID THE BEST DISINFECTANT DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. H. HUMPHREYS & Co.,
[illegible]

Hongkong, 30th March, 1897. [37

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENTS WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.
427

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER
IS WARRANTED TO CLEAR THE BLOOD

from all Impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds. It is a never-failing and permanent Cure. It
Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure Matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSAND OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLANDS COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark—"BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture," blown in the bottle. WITHOUT WHICH NONE ARE GENUINE. [43

SANTAL MIDY

Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS

obtained from the best Eysore wood.

Santal-Midy is a specific for Cystitis —

Unlike the sandal oil of the Bazars, is superior to Copaiba, Cubeb, or Injections, and causes no inconvenience.

Beware of Imitations

Each tiny Capsule bears the name MIDY

5, RUE VIVIENNE, PARIS

Intimations.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1898. [40

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1898. [39

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [8c

VISITORS AT THE HONGKONG HOTEL.

Andressen, Capt. J. J.
Andrews, Mr. D. A.
Angus, Mrs.
Apcar, Mrs. A. A.
Apcar, Miss
Bailey, Mr. W. S.
Baird, Mr. W. P.
Bell, Mr. and Mrs. O. M. D.
Bell, Mr. T. H.
Beringer, Mr. F. J. G.
Bertram, Mr. C.
Black, Mrs.
Blyth, Mr. H. M.
Borthwick, Mrs. R. W.
Bradeton, Mr. and Mrs. G. V.
Branch, Capt. B.
Brandreth, R.N., Lt. & Mrs.
Brewster, Mr. W.
Bruce, Capt. and Mrs.
Buck, Mr. Hart
Buokirk, Mr. W. Van
Burnie, Mr. C. M. G.
Campbell, Mr. J. M.
Chapman, Mr. & Mrs. G.
Clark, Dr. & Mrs. F.
Clark, Mr. P. M.
Clarke-Thornhill, Mr. T. B. and valet
Colson, Mr. T. S.
Crawford, Mr. D. W.
Cruickshank, Mr. Wm. D.
Cunningham, Mr. W. J.
Davis, Capt. and Mrs.
Denroche, Mr. P. C.
Devonshire, Miss
Dickinson, Mr. A.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Drew, Mr. and Mrs. C.
Duff, Mr. W. S.
Dyson, Capt. P. S.
Eddy, Mr. F. W.
Elderton, R.I.M., Com.
Evans, Dr. and Mrs. Sheldon
Farbridge, Mr.
Farnsworth, Mr. and Mrs.
Fernia, Madame F. de
Francki, Mr. C.
Freeling, Lady
Gibson, Mr. and Mrs. Kennedy
Glover, Mr. C.
Goddard, Capt.
Godschaux, Mrs.
Godschaux, Miss
Grant, Mr. John
Greenwood, Miss
Hamersly, Mr. B. F.
Headham, R.I.M., Lt. E. T.
Higgins, Mr. and Mrs.
Horsey, Mr. H. H.
Howard, Mr. Thos.
Howkins, Mr. & Mrs. J. D.
Johns, Mr. P.
Jackson, Mrs. J. B. and child
Joseph, Mr. & Mrs. E. S.
Katsch, Mr. E. A.
Kawasaki, Mr. Y.
Kennedy, Mr. R. J.
Kiene, Mr. and Mrs. F.
King, Maj. H. S., R.E.
Lambton, Mrs. R. S.
Leverett, Mr. Wm. J.
Lewis, Mr. A. R.
Lister, Mr. Chas. C., Jr.
Lister, Mrs. C. C.
Little, Major W. R.
Littledale, R.E., Major R. P.
Lohery, Mr. R.
Long, Mr. & Mrs. D. M.
Lutz, Mr. Emile
Macfadyen, Dr. J.
Marshall, Mrs. Fred.
Mallory, Lt.-Col.
Michel, Mr. F.
Milner, Mr. and Mrs. R. G.
Moses, Mr. and Mrs. S. E.
Mould, R.E., Maj. C. F.
Newson, Mr. and Mrs. F.
O'Neill, Mr. and Mrs. J. J.
Ormsby, Hon. R. D.
Orr, Mr. R.
Orr, Capt. S. G.
Parfitt, Mr. W.
Passy, Lt.-Col.
Potts, Mr. Douglas
Reel, Dr. L. R.
Robson, Mr. and Mrs. O. C.
Rosamund, Misses (3)
Rundall, Lt.-Col.
Sampson, Mr. H. W.
Saunders, Mr. J. C.
Scidmore, Miss E. R.
Smith, Mr. D. A.
Soka, Mr. T.
Stevens, Mr. G. R.
Stevens, Mr. H. Goyne
Stewart, Mr. E. H.
Strawbridge, Mr. W. J.
Sweeting, Mr. H. S.
Taylor, Mr. D. G.
Thomson, Mr. H. P.
Todd, Mr. and Mrs.
Tokey, Mr. M.
Trevoux, Mr. J.
Unsworth, Capt.
Wakeman, Mr. G. H.
Warren, Miss
Watts, Mr. and Mrs. Frank W.
Whiley, Mr. W. J. G.
Whiley, Mr. W.
Wiese, Mr. and Mrs. L. H. and 3 children
Wild, Lieut. and Mrs. Bagnall
Williamson, Mrs. J.
Wilson, Misses M. W.
Yotsumoto, Mr. M.

EXCHANGE.

Hongkong, 2nd March.

ON LONDON, Telegraphic Transfer	1/11⅞
" Bank Bills, on demand	1/11 15/16
" Credits, 4 months' sight	2/0 7/16
" D'ments, 4 months' sight	2/0 9/16
ON BERLIN, (demand)	M. 2.04½
ON PARIS, Bank Bills, on demand	2.51½
" Credits, 4 months' sight	2.57
ON NEW YORK, Bank Bills, on demand	48⅛
" Credits, 30 days' sight	49⅛
ON BOMBAY, Telegraphic Transfer	149½
" On demand	149½
ON SHANGHAI, Telegraphic Transfer	72½
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	1⅛ % pm.
Sovereigns, Bank's Buying Rate	$9.98
Gold Leaf 100 touch, per tael	51.65
Bar Silver	28 3/16
Dollars	nom.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.
Bewley, Capt.
Bonnar, Mr. J. W. C.
Brown, Colonel F.
Buttanshaw, Major and Mrs. and maid
Buttanshaw, Miss May
Buttanshaw, Master H.
Cameron, Mr. Allan
Collard, Col.
Comrie, Mr. A. F.
Crookenden, Col.
Dann, Mr. G. H.
Dykes, Capt. and Mrs., R.A.
Ezekiel, Mr. J. S.
Forbes, Mr. Andrew
Fraser, Colonel A. R.
Graham, Mr. D. M.
Graham, Mr. and Mrs. W. D.
Griffin, Major W. W., R.A.
Gumpert, Mr. and Mrs.
Harston, Dr. and Mrs. G. M.
Hays, Mr. J.
Hughes, Col. G. A.
Jeffries, Mr. H. U.
Lee, Mr. J. E.
Mackie, Mr. C. Gordon
Martin, Mr. R.
McCarthy, Mrs., and child
Miller, Mr. and Mrs.
Newall, Mr. Stuart G.
Oakley, Mr. H. E.
Oakley, Miss
O'Gorman, Col. The
O'Gorman, Madam
Oppenheim, Mr. J.
Pollock, Mr. H. E.
Prynne, Capt., R.A.M.C.
Rouse, Mr. A. B.
Sabatery Mr. J.
Scott, Capt. Percy, C.B.
Scott, Mrs. Percy
Shellim, Mr. Edward
Shepherd, Mr. E. B.
Sinclair, Mr. A.
Stokes, Mr. A. G.
Tomlin, Mr. G. L.
Welgress, Mr. H. J.
Wheeler, Col.
Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.
Andrews, R.N., Staff-Surg. and Mrs. A. G.
Binder, Mr. Gustav
Callaghan, Capt.
Canton, Staff-Surg. H.
Canton, Mrs.
Clarke, Capt. A. C., R.N.
Clarke, Mrs.
Crouch, Mr. J. W.
Hamilton, Lt.-Col. H.
Hamilton, Mrs.
Hopkins, Mrs. George B.
Ross, Mr. John A.
Sharp, Mr. and Mrs. E. H.
Volpicelli, Consul

KOWLOON HOTEL.

Baer, Dr. Med.
Burinton, Mrs.
Foster, Mr. and Mrs. R. R. and child
Leary, Lieut. C.
Lundholm, Capt.
Power, Mr. J. D.
Rust, Mr. H.
Sewall, Capt. and Mrs.
Sheppard, Mr. Percy A.
Soppet, Mr. H. W.
Thomson, Mr. & Mrs.
Wittmuss, Capt.

OPIUM QUOTATIONS.

Hongkong, 2nd March.

New Patna	$920 per chest.
New Benares	950 "
New Malwa	820 per picul.
Old Malwa	830/840 "
Persian good quality	825 "

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ——,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Houngshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 49,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wan Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lun, British steamer,—Kai Hing & Co.

Li!, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Powan*, to-morrow, the 3rd instant, at 9 A.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Braemar*, on Monday, the 4th instant, at 11 A.M.

For Singapore, Colombo and Bombay—Per *Moravia*, on Monday, the 4th inst., at 1 P.M.

For Manila—Per *Diamante*, on Monday, the 4th instant, at 4 P.M.

For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 5th instant, at 2 P.M.

For Europe, &c., India, via Tuticorin—Per *Klautschow*, on Wednesday, the 6th instant, at 11 A.M.

For Manila—Per *Sunghiang*, on Friday, the 8th instant, at 3 P.M.

The Share Market.

LATEST QUOTATIONS.
(*March 2nd*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	352 % premium
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders...	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$250 buyers
China Traders' Ins. Co., Ld.	$ 25	$55
North China Ins. Co., Ld.	£ 25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$114
Canton Ins. Office, Ld.	$ 50	$150
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$315
China Fire Ins. Co., Ld.	$ 20	$84 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34½ sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$117 buyers
China & Manila S.S. Co., Ld.	$ 50	$70 buyers
	$ 30	$40 sellers
Douglas Steamship Co., Ld.	$ 50	$48 buyers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$20½ buyers
	$ 2½	$7 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.5.0
Refineries.		
China Sugar Refining Co., Ld.	$100	$138
Luzon Sugar Refining Co., Ld.	$100	$40 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$4½ cum call
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315 sellers
Queen Mines, Ld.	25 cts.	7 cents buyers
Jelebu Mining and Trading Co., Ld.	$ 5	$574 sellers
Raub Australian Gold Mining Co., Ld.	17s. 10d.	$38⅛ sales
Oliver's Freehold Mines, Ld. A	$ 5	$2.30 sellers
Oliver's Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	5 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	650 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$95 [ex div.
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6¼	$24 sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$197 buyers
Kowloon Land and Building Co., Ld...	$ 30	$27 buyers
West Point Building Co., Ld.	$ 50	$50 sellers
H'kong Hotel Co., Ld.	$ 50	$124
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½ sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld...	$100	$14
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 45
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld...	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	par
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20
China-Borneo Co., Ld.	$ 15	$33
A. S. Watson & Co., Limited	$ 10	$16½
Watkins, Limited	$ 10	$12½
Hongkong Electric Co., Limited	$ 10	$12½ sales
Hongkong Electric Co., Limited	$ 5	$6½ sales
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$167½ sales
Geo. Fenwick & Co., Ld.	$ 25	$55
H'kong Ice Co., Ld.	$ 25	$165 sellers
H'kong High-Level Tramways Co., Ld.	$100	$200 sales and
Dairy Farm Co., Ld.	$ 6	$7½ [buyers
Hongkong and China Bakery Co., Ld.	$ 50	$55
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	£1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ sellers
H.K. Steam Waterboat Co., Ld.	$ 5	$5
China Light & Power Co., Ld.	$ 20	$20

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto,"
Telephone No. 148.

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,500, St. John George, 22nd Feb.,—Sydney 29th Jan., Brisbane 31st, Townsville 3rd Feb., Cairns 4th, Thursday Island 7th, Port Darwin 10th, and Manila 19th, General.—Gibb, Livingston & Co.

AMIGO, German steamer, 772, J. Bendixen, 14th Feb., Saigon 9th Feb., Rice.—Jebsen & Co.

BENLOMOND, British steamer, 1,752, Wm. Hutton, 28th Feb.,—Moji 21st Feb., Coal.—Gibb, Livingston & Co.

BOMBAY, British steamer, 2,047, G. M. Montford, 1st Mar.,—Singapore 22nd February, General.—P. & O. S. N. Co.

BRAEMAR, British steamer, 2,316, Wm. Watt, 23rd Feb.,—Moji 18th Feb., General.—Dodwell & Co., Ld.

CHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 22nd Feb.,—Penang via Singapore 14th Feb., General.—Chinese.

CHINA, German steamer, 1,113, P. Voss, 23rd Jan.,—Saigon 18th Feb., Rice.—Siemssen & Co.

CHINGTU, British steamer, 2,260, J. E. Williams, 19th Feb.,—Sydney via Ports 25th Jan., General.—Butterfield & Swire.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 27th Feb.,—Tamsui 24th Feb., Amoy 25th, and Swatow 26th, General.—Mitsui Bussan Kaisha.

DIAMANTE, British steamer, 1,254, A. Ramsay, 26th Feb.,—Manila 23rd Feb., Hemp.—Shewan, Tomes & Co.

EGBERT, American transport, 1,875, N. A. Walton, 22nd Feb.,—Manila 19th Feb.

EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.,—Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Mails and General.—C. P. R. Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.,—Moji 30th Dec., Coal.—Mitsui Bussan Kaisha.

FOONG SANG, British steamer, 1,092, G. S. Weigall, 18th Feb.,—Manila 15th Feb., Ballast.—Jardine, Matheson & Co.

GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co., Ld.

HAINAN, German steamer, 648, Clausen, 1st Mar.,—Chefoo 24th February, General.—Siemssen & Co.

HINSANG, British steamer, 1,536, P. H. B. Lake, 27th Feb.,—Java 17th Feb., Sugar.—Jardine, Matheson & Co.

HONGKONG MARU, Japanese steamer, 3,437, W. E. Filmer, 21st Feb.,—San Francisco 24th Jan., via Honolulu 31st, Yokohama 12th Feb., Kobe 14th, Nagasaki 16th, and Shanghai 19th, Mails and General.—J. S. Van Buren.

HUE, French steamer, 705, G. Godinan, 3rd Feb.,—Haiphong and Hoihow 2nd Feb., General.—A. R. Marty.

IDOMENEUS, British steamer, 4,298, Riley, 27th Feb.,—Singapore 22nd Feb., General.—Butterfield & Swire.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th Feb.,—Iloilo 20th Feb., Sugar and Hemp.—Butterfield & Swire.

KELVENDALE, British steamer, 1,052, Bradley, 26th Feb.,—New York 28th Dec., and Singapore 18th Feb., Kerosine.—Standard Oil Co.

KEONGWAI, German steamer, 1,115, T. Groves, 24th Feb.,—Bangkok 15th Feb., Rice.—Butterfield & Swire.

KONG BENG, German steamer, 682, C. Fuchs, 23rd Feb.,—Singapore via Bangkok 15th Feb., Rice.—Melchers & Co.

LIGHTNING, British steamer, 2,122, J. G. Spence, 25th Feb.,—Calcutta 2nd Feb., Penang 12th, and Singapore 18th, General.—David, Sassoon Sons & Co.

LOONGMOON, German steamer, 1,245, T. Knoop, 1st Mar.,—Canton 28th February, General.—E. A. Trading Co.

MORRA KOLL, German steamer, 1,719, G. Kraeft, 17th Feb.,—Moji 9th Feb., Coal.—Meyer & Co.

MORAVIA, Austrian steamer, 2,268, A. Calobrese, 1st Mar.,—Kobe 22nd Feb., General.—Sander, Wieler & Co.

NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.,—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemssen & Co.

PAKSHAN, British steamer, 1,235, J. Jenkins, 26th Feb.,—Saigon 23rd Feb., Rice.—Bradley & Co.

PETRIANA, British steamer, 1,140, Snope, 19th Feb.,—Belik, (Papan) 7th Feb., Kerosine.—Arnhold, Karberg & Co.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Feb.,—Bangkok 5th Feb., Rice.—Butterfield & Swire.

QUEEN ELEANOR, British steamer, 2,270, E. Ritson, 21st Feb.,—New York 17th Dec., Oil.—Standard Oil Co.

TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan.,—Moji 6th Jan., Coal.—Mitsui Bussan Kaisha.

VICTORIA, American steamer, 2,112, J. Panton, 1st Mar.,—Tacoma via Japan Ports and Woosung 2nd Feb., General.—Dodwell & Co., Ld.

VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.,—Otaru (Japan) 21st Dec., Coal.—H. & H.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hemming, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan.,—from Callao, Ballast.—Order.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

MOZAMBIQUE, British ship, 2,305, Robert Clerane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIUELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.,—Rejang 8th Jan., Timber.—Sander, Wieler & Co.

VIMEIRA, British 4-masted bark, 2,229, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

WEST YORK, British bark, 706, Forster, 1st Jan.,—Rajang via Borneo and Sarawak 8th Jan., Timber.—Sam See Ching.

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